GROUP XV.—MISCELLANEOUS INDUSTRIES.

Class 92.—Stationery.

Class 93.—Cutlery.

Class 94.—Gold and silversmiths' wares.

Class 95.—Jewellery.

Class 96.—Clock and watch makers' goods.

Class 97.—Artistic bronze, cast and other iron work. Embossed metals.

Class 98.—Brush, morocco, turnery and basket trades.

Class 99.—India rubber and gutta-percha industry.—Travelling and camping requisites.

Class 100.—Knick-knacks.

GROUP XVI.—SOCIAL ECONOMY.

Class 101.—Apprenticeship. Protection of working children.

Class 102.—Labour contract. Participation in profits.—Professional Syndicates.

Class 103.—Large and minor industry. Co-operative associations of production or credit.

Class 104.—Co-operative societies of consumption.

Class 105.—Large and minor cultivation.—Agricultural associations.

Class 106.—Regulation of labour.—Health and security of workmen.

Class 107.—Working men's houses.

Class 108.—Provident institutions.

Class 109.—Institutions for the intellectual and moral development of workmen.

Class 110.—Public or private initiative in view of the welfare of citizens.

GROUP XVII.—PUBLIC HEALTH.—CHARITABLE INSTITUTIONS.

Class 111.—Public Health.

Class 112.—Charitable Institutions.

GROUP XVIII.—PRACTICAL EDUCATION.—ECONOMIC INSTITUTIONS.—FEMALE HANDICRAFT.

Class 113.—Education.

Class 114.—Sciences. Arts. Economic Institutions.—Charity.

Class 115.—Female Handicraft.

GROUP XIX.—TRADE.—COLONISATION.

Class 116.—Trade.

Class 117.—Methods of colonisation.

Class 118.—Colonial plant.

Class 119.—Special products for export to the Colonies.

GROUP XX.—LAND AND SEA FORCES.

Class 120.—Ordnance equipment and appliances.

Class 121.—Military engineering and services connected therewith.

Class 122.—Naval engineering. Hydraulic work. Torpedoes.

Class 123.—Cartography. Hydrography. Various instruments.

Class 124.—Administrative services.

Class 125.—Sanitation and sanitary appliances.

GROUP XXI—SPORTS.

Class 126.—Exercise of children and adults.—Theory and practice.

Class 127.—Games and sports for children and adults.

Class 128.—Game and sport equipments.

GROUP XXII.—CONGRESSES AND CONFERENCES.

ORDERED that the foregoing papers be published in the Supplement to the *Gazette of India* for general information, and that copies be forwarded to the Local Governments and Administrations named in the margin for information, with the request that the papers may be published in the local *Gazette*.

The Government of Madras.
" " " Bombay.
" " " Bengal.
" " " the United Provinces.
" " " the Punjab.
" " " Burma.
" " " Eastern Bengal and Assam.
The Hon'ble the Chief Commissioner, Central Provinces.
The Chief Commissioner of Coorg.

Ordered, also, that a copy be forwarded to the Chief Commissioner of Ajmer-Merwara, and the Honourable the Agent to the Governor General and Chief Commissioner, North-West Frontier Province, for information, and to the Foreign Department, for information and communication to Native States.

Ordered, also, that a copy be forwarded to all Chambers of Commerce for information.

B. ROBERTSON,

Secretary to the Government of India.

No. 6690—6711—8.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

COMMERCIAL EXHIBITIONS.

Simla, the 16th July 1908.

RESOLUTION.

The following papers relative to the Colonial Products Exhibition to be held at Liverpool in 1908 are published for general information. The Government of India will not participate in the Exhibition.

The next Colonial Products Exhibition will be held at St. George's Hall, Liverpool, from December 7 to December 19, 1908.

The publication of this Prospectus is dictated by a double purpose: to offer a *résumé* of the principal details of the late Colonial Products Exhibition, and also, by emphasising the record success obtained by it and by giving a recapitulation* of the many flattering notices and opinions concerning it, to point out the amount of encouragement that has been derived from it to proceed still further with the task of demonstrating the immense importance to this country of improved and extended trade relations with her Colonies.

* Not printed.

Judging from the cordial support extended to, and the amount of enthusiasm aroused by, the last four Exhibitions—the first undertakings of the kind ever organised in Great Britain outside the Metropolis—it is a reasonable presumption that another, even on a still more extended scale, offering a greater diversity and larger number of Colonial products, will achieve a still larger measure of success, and so promote the furtherance of a greater amount of commercial reciprocity between the Colonies and the Mother Country. It might be said, *en passant*, that on all sides it has been agreed that the increase of business through the Liverpool Colonial Products Exhibition has been enormous, and no doubt H. R. H. the Prince of Wales recognised this fact when he graciously became a Patron.

The resources of our Colonies, mineral, agricultural, and manufacturing, increase rapidly as the time goes on, and no year passes but finds the oversea portions of the Empire in a better position to help to the attainment of that object which it is the desire of every citizen to see realised—the establishment of the Empire on a self-contained and self-supporting basis, independent of supplies from alien lands, and powerful to hold its own by the aid of its own people and by that aid alone.

That this end can be accomplished there is little room for doubt, providing there be unanimity of feeling and mutual interests between the peoples of our Colonies and ourselves; and it is difficult to discover any action on our part more valuable, helpful, and effective than endeavouring, as far as possible, to offer to the people of this country opportunities of realising by personal inspection the vast commercial wealth of our Colonies, as illustrated by the number and extent of the commodities with which they are able to supply us.

With this object in view it is intended to hold the fifth Colonial Products Exhibition from December 7 to December 19, 1908, which shall be more extended in its scope than the last, and for this purpose every effort will be made to obtain direct from each separate Colony samples of each and every product it is able to supply.

With many months available for organisation, preparation, and communication with the various Colonial authorities, whose co-operation may be safely reckoned on, the President and Managers entertain sanguine hopes of producing a collection of Colonial Products which, for extent and diversity, has never before been gathered together in one place on any previous occasion. Sir Alfred L. Jones, K.C.M.G., will again act as President.

Those Colonies desirous of obtaining space in this forthcoming important Exhibition should send in their application as soon as possible to the Joint Managers at 14, Dale Street, or 21, Water Street, Liverpool, where a Plan of the Hall can be seen and all information obtained.

RULES AND REGULATIONS.

1.—The Exhibition will be open each day from 12 o'clock noon to 10 p.m., and will be confined to the Exhibition of Colonial Products, Machinery, Exports, Imports, etc.

2.—The Managers reserve the right to decline any application, and no application will be entertained unless made on the proper form. The space will be allotted in the order in which application is made.

3.—In the event of the applications being greater than the available space will accommodate, the Managers reserve the right of curtailing any Exhibit.

4.—The Charge for Exhibits are :—For stalls, 7 feet frontage by 6 feet, 3/6 per square foot. Office space in the building free. Special positions by arrangement. 50 per cent. of rent of Stall payable 7 days after allotment of space, the balance on or before November 7, 1908.

5.—Exhibitors taking space for the Exhibition must fit up same at their own expense. By special arrangement with the Liverpool Corporation, machinery in motion will be allowed in the Exhibition. All work must be done to the satisfaction of the City Surveyor and Resident Electrical Engineer. Exhibitors will not be allowed to sub-let the whole or part of the space allotted to them.

6.—No office shall be erected in any part of the Hall other than that specially allotted for the purpose by the Managers.

7.—A Catalogue of Exhibits will be published, mainly compiled from the information given by Exhibitors.

8.—All banners, decorations, and show boards must be hung subject to the approval of the Managers, who may at any time remove those disapproved of. No Exhibitor shall be permitted to display Exhibits or Show Boards in such a manner as to occasion inconvenience, deprivation of or injury to light, or otherwise disadvantageously affecting the display of other Exhibitors.

9.—Only papers, price lists, or advertisements relating to goods of the Exhibitor are allowed to be distributed from or exhibited at his own stand, and no pamphlets or advertisements may be distributed in any other part of the building.

10.—No crate or packing case must come into the Hall, but all goods must be received and unpacked in the carriage entrance on the west side of the Hall, and carried to the stands. Exhibitors must provide their own staff at their own cost to unpack, place in position, keep in order, repack and remove their Exhibits, and in default the Managers may, at the expense of the Exhibitor, do whatever may be considered necessary, but this course will only be adopted as a last resource. The greatest care must be exercised in fitting up the stands.

11.—Exhibitors' and attendants' tickets will be issued, and will be available for Exhibitors and the actual assistants or attendants only.

12.—The Managers will take such precautions as they may consider advisable for the protection of all articles exhibited, but will not be responsible for any loss or damage occurring to any Exhibit or property of Exhibitors from fire, or any cause whatever, and all articles, from the time of their being placed in the Exhibition Buildings, shall be at the sole risk of the Exhibitors.

13.—No nails or screws shall be driven in either the walls, pedestals, or flooring of the Hall, and every Exhibitor shall make good, at his own cost, all damage done by him or his employés.

14.—All matters in connection with the Exhibition not provided for by these regulations shall be settled or determined by the Managers, whose decision shall be final.

15.—All inquiries during the Exhibition should be made at the Office of the Managers in the building, between the hours of 12 noon and 6 p. m.

NOTICE.—In special cases the Joint Managers are prepared to take over the complete arrangements for Exhibitors, *i. e.* :—The erection of suitable stands; receive, unpack, and display Exhibits; supply suitable attendants, cleaners, etc., repack and return Exhibits.

LIVERPOOL COLONIAL PRODUCTS EXHIBITION, 1908.

APPLICATION FOR SPACE.

To the Joint Managers,

The Colonial Products Exhibition (1908),

14, Dale Street, and 21, Water Street, LIVERPOOL.

Please allot _____ *Space for the following Exhibits :*

_____

_____

_____ *Feet by* _____ *Feet,*

at 3/6 per square Foot : :

_____ *page Advertisement in Catalogue, 10 × 7 in.*
£3 10s. : :
£2

_____ *Square Feet of Advertising Space for (approved) Advertisements in Corridors of Exhibition at 2/- per Foot (minimum 20)* ... ... : :

_____ *Season Tickets at 5/- each* ... ... : :

_____ *Dozen Day Tickets at 6/- per dozen* ... ... : :

£ : :

Dated _____ *day of* _____ *1908.*

Signed _____

Address _____

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" " " Bombay.
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" " " Eastern Bengal and Assam.
The Hon'ble the Chief Commissioner, Central Provinces.
The Chief Commissioner of Coorg.

Ordered, also, that a copy be forwarded to the Director-General of Commercial Intelligence, the Chief Commissioner of Ajmer-Merwara, and the Honourable the Agent to the Governor-General and Chief Commissioner, North-West Frontier Province, for information, and to the Foreign Department, for information and communication to Native States.

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B. ROBERTSON,
Secretary to the Government of India.

Statement of Approximate Gross Earnings of Indian Railways.

RAILWAY BOARD.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total earnings*, audited figures have been used as far as possible.

Railways.	Average earnings per mile per week.		Results of working during 1st-half of year.										Results of working for official year.			
	During 1st-half of 1907.	During official year 1906-07.	Mean mileage worked.		Total earnings for the last		Earnings per mile open for.		Total earnings from 1st January to		Increase.	Decrease.	Total earnings from 1st April to		Increase.	Decrease.
			1907.	1908.	8 days of June 1907.	10 days of June 1908.	8 days of June 1907	10 days of June 1908.	30th June 1907.	30th June 1908.			30th June 1907.	30th June 1908.		
	R	R	Miles.	Miles.	R	R	R	R	R	R	R	R	R	R	R	R
State and Guaranteed Railways.																
5' 6" gauge.																
Bengal-Nagpur (including 2' 6" gauge lines)	301	266	2,038	2,119	6,02,512	9,07,000	296	428	1,58,85,354	1,45,59,000	...	13,26,354	76,74,231	69,71,000	...	7,03,231
Bezwada extension	310	312	21	21	6,643	10,700	316	510	1,69,410	1,82,000	12,590	...	82,868	96,900	14,032	...
Bombay, Baroda and Central India (incldg. V.-Wadhwan Section 3' 3⅜" gauge)	912	777	504	504	4,52,312	5,94,000	897	1,179	1,20,67,684	1,13,46,000	...	7,21,684	63,84,343	60,29,000	...	3,55,343
Nagda-Muttra (a)	...	...	...	139	...	8,000	...	58	...	1,57,000	1,57,000	...	...	81,600	81,600	...
Eastern Bengal (incldg. 3' 3⅜" and 2' 6" gauge lines)	362	386	1,272	1,274	7,28,152	8,14,000	572	639	1,19,24,469	1,21,59,000	2,34,531	...	53,46,723	57,85,000	4,38,277	...
East Indian	700	725	2,321	2,323	17,34,979	23,52,000	748	1,012	4,26,54,705	4,31,38,000	4,83,295	...	2,12,33,375	2,06,66,000	...	5,67,375
Great Indian Peninsula	786	630	1,569	1,606	10,84,416	11,81,000	691	735	3,11,69,833	2,60,98,000	...	50,71,833	1,45,23,422	1,18,04,000	...	27,19,422
Agra-Delhi Chord	263	275	126	126	62,727	40,000	498	317	8,62,479	7,71,000	...	91,479	3,76,671	3,78,000	1,329	...
Indian Midland (incldg. Bhopal-Itarsi)	307	245	914	914	4,71,807	4,68,000	516	512	73,10,547	62,26,000	...	10,84,547	36,45,625	30,17,000	...	6,28,625
Madras and Southern Mahratta (including 3' 3⅜" gauge lines)	229	339	2,883	2,840	9,43,079	9,49,000	327	334	1,75,48,049	1,60,64,000	...	14,84,049	93,92,734	85,26,000	...	8,66,734
North-Western (including 2' 6" gauge lines)	365	357	3,614	3,614	17,13,347	17,15,000	474	475	3,40,90,103	3,03,90,000	...	37,00,103	1,76,11,034	1,51,62,000	...	24,49,034
Oudh and Rohilkhand (incldg. C.-Burhwal 3' 3⅜" link)	279	247	1,298	1,298	4,35,512	4,59,000	339	354	94,00,569	91,29,000	...	2,71,569	47,03,427	44,64,000	...	2,39,427
Hardwar-Dehra	235	207	32	32	10,788	10,500	337	328	1,95,227	1,97,000	1,773	...	1,06,513	1,05,000	...	1,513
3' 3⅜" gauge.																
Assam-Bengal	112	113	771	771	97,292	1,12,000	126	145	23,46,164	23,01,000	...	45,164	11,06,527	10,95,000	...	11,527
Bezwada-Masulipatam (b)	...	...	...	49	...	9,400	...	192	...	1,49,000	1,49,000	...	...	1,01,000	1,01,000	...
Burma	267	230	1,386	1,475	3,35,672	4,30,000	242	292	93,03,142	1,09,17,000	16,13,858	...	42,93,249	47,93,000	4,99,751	...
Jodhpur-Hyderabad (British Section)	128	131	124	124	22,861	24,900	184	201	4,14,647	4,13,000	...	1,647	2,16,786	1,96,000	...	20,786
Lucknow-Bareilly	158	149	200	200	46,849	47,500	234	238	9,71,622	9,06,000	...	65,622	4,64,964	4,35,000	...	29,964
Palanpur-Deesa	50	44	17	17	1,151	1,400	68	82	22,533	27,800	5,267	...	12,555	15,400	2,845	...
Rajputana-Malwa (including Godhra-Rutlam-Nagda 5' 6" gauge)	312	285	1,909	1,914	7,03,126	6,77,000	368	354	1,54,53,454	1,34,39,000	...	20,14,454	77,76,685	65,07,000	...	12,69,685
South Indian (including 5' 6" and 2' 6" gauge lines)	223	230	1,309	1,375	4,16,257	4,99,000	318	363	75,83,356	99,10,000	23,26,644	...	40,37,597	50,73,000	10,35,403	...
Tanjore District Board	124	118	103	103	26,780	17,800	260	173	3,32,846	3,47,000	14,154	...	1,86,906	1,88,000	1,094	...
Travancore Branch	97	89	108	108	20,448	16,700	189	155	2,73,327	2,93,000	19,673	...	1,58,191	1,57,000	...	1,191
Tirhoot State	225	213	690	782	92,020	2,33,000	133	298	40,32,874	44,81,000	4,48,126	...	21,18,479	22,92,000	1,73,521	...
2' 6" gauge. Jorhat	53	55	32	31	2,371	2,400	74	77	43,914	49,500	5,586	...	23,616	22,600	...	1,016
Total	372	343	23,241	23,759	1,00,11,101	1,15,79,300	431	487	22,40,56,308	21,36,49,300	...	1,04,07,008	11,14,76,521	10,39,60,500	...	75,16,021

5' 6" gauge.	Amritsar-Patti	93	[illegible]	[illegible]	114	31,991	14,800	281	[illegible]	4,47,592	3,53,000	...	94,592	[illegible]	[illegible]	5,084	...
	Bhopal-Ujjain	151	116	114	114	15,046	15,100	102	102	3,13,945	3,18,000	4,055	...	1,67,916	1,73,000	5,103	...
	Bina-Goona-Baran	82	65	148	148	55,125	64,600	342	399	12,05,104	10,89,000	...	1,16,104	5,61,897	5,67,000	2,933	...
	Delhi-Umballa-Kalka	286	259	162	162	2,041	3,000	128	187	39,757	42,500	2,743	...	19,197	22,100		
	Jammu-Kashmir (Native State Section)	96	98	16	16												
	Kolar Gold-fields	407	399	10	10	4,567	4,300	457	430	1,05,839	88,800	...	17,039	51,194	46,100	...	5,094
	Ludhiana-Dhuri-Jakhal	158	116	79	79	14,684	14,200	186	180	3,24,308	2,95,000	...	29,308	1,70,579	1,66,000	...	4,579
	Nagda-Ujjain	135	102	34	34	5,957	3,700	175	109	1,19,405	92,300	...	27,105	65,450	46,400	...	19,050
	Nizam's Guaranteed State	297	260	334	334	1,42,404	1,45,000	426	434	25,78,910	25,83,000	4,090	...	13,06,336	12,81,000	...	25,336
	Petlad-Cambay	132	108	34	34	4,662	8,000	137	235	1,16,297	1,31,000	14,703	...	67,953	74,400	6,447	...
	Rajpura-Bhatinda	234	201	107	107	35,903	35,600	336	333	6,52,141	7,08,000	1,45,859	...	3,33,689	3,51,000	17,311	...
	Southern Punjab	199	182	425	425	1,03,986	90,400	245	213	21,95,598	23,59,000	1,63,402	...	10,41,009	9,53,000	...	88,009
	" " "Ludhiana" extension	100	83	155	155	21,125	29,800	136	192	4,02,053	4,40,000	43,947	...	2,08,809	2,08,000	...	809
	Tapti Valley	168	127	155	155	16,672	21,500	108	139	6,76,178	5,61,000	...	1,15,178	3,40,741	2,62,000	...	78,741
	Tarkessur	362	316	22	22	6,030	8,500	274	386	2,06,894	2,16,000	9,106	...	1,05,808	1,02,000	...	3,808
3' 3½" gauge.	Ahmedabad-Dholka	70	60	34	34	3,113	4,200	92	124	62,462	73,100	10,638	...	35,416	40,500	5,084	...
	Ahmedabad-Parantij	102	81	55	55	6,441	7,700	117	140	1,45,737	1,61,000	15,263	...	77,029	85,500	8,471	...
	Bengal and North-Western	208	169	1,015	1,015	3,01,299	2,35,000	297	231	51,93,788	43,91,000	...	8,02,788	27,17,216	22,66,000	...	4,51,216
	Bengal Dooars	118	222	153	153	29,280	34,800	191	227	4,70,713	4,78,000	7,287	...	2,37,057	2,34,000	...	3,057
	Bhavnagar-Gondal-Junagad-Porbandar	133	117	455	455	99,972	1,00,000	220	220	15,71,929	16,54,000	82,071	...	8,37,787	8,95,000	57,213	...
	Birur-Shimoga	78	61	38	38	3,975	3,600	105	95	77,367	78,300	933	...	42,733	36,500	...	6,233
	Dibru-Sadiya	253	254	78	78	22,346	24,400	286	313	5,12,381	5,07,000	..	5,381	2,49,204	2,65,000	15,796	...
	Gaekwar's Mehsana (including Vijapur-Kalol-Kadi)	88	73	134	134	13,677	19,000	102	142	3,07,128	3,13,000	5,872	...	1,73,185	1,82,000	8,815	...
	Hindupur	149	...	51	51	7,504	8,000	147	157	1,97,289	1,53,000	...	44,289	1,00,844	76,200	...	24,644
	Hyderabad-Godavari Valley	202	157	392	392	80,779	85,700	206	219	20,52,625	19,48,000	...	1,04,625	10,20,132	9,14,000	...	1,06,132
	Jaipur	43	40	32	73	1,917	2,700	60	37	36,272	59,700	23,428	...	17,347	28,100	10,753	...
	Jodhpur-Bikaner	92	87	709	709	1,18,025	1,08,000	166	152	16,94,577	15,03,000	...	1,91,577	8,72,736	7,64,000	...	1,08,736
	Kolhapur	142	118	29	29	3,531	7,200	122	248	1,07,040	1,40,000	32,960	...	57,372	75,300	17,928	...
	Morvi (including Vankaner-Morvi 2' 6" gauge)	80	67	95	93	11,731	14,400	123	155	1,99,532	2,72,000	72,468	...	1,15,189	1,45,000	29,811	...
	Mymensingh-Jamalpur-Jagannathganj	117	107	53	54	6,623	7,900	125	146	1,61,817	1,71,000	9,183	...	72,645	87,500	14,855	...
	Mysore-Nanjangud	47	...	16	16	859	1,500	54	94	19,608	27,600	7,992	...	10,810	14,300	3,490	...
	Rohilkund and Kumaon	173	168	130	214	37,492	65,500	288	306	6,40,766	6,73,000	32,234	...	3,33,009	3,65,000	31,991	...
	Sangli	176	...	5	5	495	1,000	99	200	(c) 9,182	20,300	11,118	...	9,182	10,700	1,518	...
	Shoranur-Cochin	129	117	65	65	11,714	9,000	180	138	2,17,426	2,14,000	...	3,426	1,15,491	1,04,000	...	11,491
	Udaipur-Chitor	83	72	67	67	8,040	6,700	120	100	1,44,317	1,39,000	...	5,317	74,669	76,400	1,731	...
2' 6" gauge.	Barsi	152	113	78	78	19,471	11,400	250	146	3,69,059	2,37,000	...	72,059	1,52,201	1,27,000	...	25,201
	Cooch-Behar	98	99	34	34	3,977	5,100	117	150	86,578	59,400	12,822	...	39,506	51,300	11,794	...
	Gaekwar's Dabhoi	119	80	94	94	8,702	14,900	93	159	2,91,714	2,90,000	...	1,714	1,60,681	1,60,000	...	681
	Rajpipla	51	36	37	37	1,514	2,000	42	54	49,637	47,700	...	1,937	27,539	22,500	...	5,039
2' 0" gauge.	Darjeeling-Himalayan	360	367	51	51	32,237	31,000	632	608	4,78,441	4,67,000	...	11,441	2,70,841	2,87,000	16,159	...
	TOTAL	166	143	5,723	5,847	12,99,175	12,73,100	227	218	2,44,88,947	2,35,64,300	...	9,24,647	1,25,47,279	1,17,77,900	...	7,69,379
	GRAND TOTAL	331	304	28,964	29,606	1,13,10,276	1,28,52,400	390	434	24,85,45,255	23,72,13,600	...	1,13,31,655	12,40,23,800	11,57,38,400	...	82,85,400

(a) Opened from 15th July 1907.
(b) Opened from 4th February 1908.

(c) From 1st April 1907.

M. S. O'CONNOR,
for Secretary, Railway Board.

Simla, the 16th July 1908.

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GOVERNMENT OF INDIA.

RAILWAY BOARD.

REPORT BY THE RAILWAY BOARD ON ACCIDENTS WHICH OCCURRED ON THE RAILWAYS IN INDIA FOR THE TWELVE MONTHS ENDED THE 31st DECEMBER 1907, WITH AN ABSTRACT OF THE RETURNS RELATING THERETO, SUBMITTED BY THE SEVERAL RAILWAY ADMINISTRATIONS.

No. 566 R. Stat., dated the 14th July 1908.

I.—Accidents to trains, rolling-stock, permanent-way, etc.

Accidents to trains, rolling-stock, permanent-way, etc., as shown under Abstract No. 4 on pages 1702 and 1703 of the accompanying Abstract Returns, caused the death of 101 persons and injury to 311 persons, against 59 and 364, respectively, during the previous year.

II.—Accidents to passengers from causes other than accidents to trains, rolling-stock, permanent-way, etc., including accidents from their own want of caution or misconduct; accidents to persons passing over level-crossings, trespassers, and others.

2. Of the 1,344 persons killed and 849 injured shown under this heading in Abstract No. 1, 150 of the former and 459 of the latter were passengers, the remainder being persons passing over level-crossings, trespassers, suicides and others. Details of the killed and injured will be found in Abstract No. 2.

III.—Accidents to servants in the employ of Railway Companies or contractors caused by the travelling of trains or the movement of vehicles used exclusively upon railways.

3. Of railways' or contractors' servants 405 were killed and 546 injured, in addition to 40 killed and 120 injured included in the figures in paragraph 1. Details of these will be found in Abstract No. 2.

4. Altogether the number of persons killed and injured on Indian railways in the working of public traffic during the year 1907 was as follows:—

—	1907. Mean mileage open 29,568 miles.		Previous year. Mean mileage open 28,807 miles.		Increase. Mean mileage open 761 miles.		Decrease.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers—								
From accidents to trains, rolling-stock, permanent-way, etc.	45	150	9	194	36	...	...	44
By accidents from other causes.	150	459	155	368	...	91	5	...
Servants—								
From accidents to trains, rolling-stock, permanent-way, etc.	40	120	39	148	1	...	...	28
By accidents from other causes.	405	546	341	451	64	95	...	...
Other persons—								
From accidents to trains, etc.	16	41	11	22	5	19	...	...
Persons passing over railways at level-crossings.	35	3	41	6	...	...	6	3
Trespassers including suicides.	1,108	310	977	268	131	42	...	...
Miscellaneous, not included in the above.	35	36	41	37	...	...	6	1
Total	1,834	1,665	1,614	1,494	220	171	...	...

5. In addition to the above 65 persons are reported to have been killed and 347 to have been injured upon railway premises by causes not connected with the movement of vehicles used exclusively upon railways.

A

6. Thus the total number of persons reported to have been killed and injured during the twelve months amounted to 1,899 and 2,012, respectively.

IV.—Number of persons killed and injured by accidents to trains, rolling-stock, etc., during the year 1907.

7. The following is a summary of the number of accidents, as classified in Abstract No. 4, which occurred on the several railways and which resulted in loss of life or injury to persons :—

Railway.	Number of accidents reported during the year 1907.	Passengers and others.		Servants.		Total.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
5′ 6″ gauge.							
Bengal-Nagpur	12	3	6	...	7	3	13
Bombay, Baroda and Central India	1	...	2	...	...	...	2
Eastern Bengal State	7	2	4	1	3	3	7
East Indian	23	10	47	5	24	15	71
Great Indian Peninsula	5	2	10	1	...	3	10
Indian Midland	4	1	19	4	6	5	25
Madras	7	...	10	1	2	1	12
North Western State	30	35	57	20	41	55	98
Oudh and Rohilkhand State	7	3	4	2	2	5	6
3′ 3⅜″ gauge.							
Assam-Bengal	3	...	...	1	2	1	2
Bengal and North-Western	4	1	6	...	4	1	10
Bengal Dooars	1	...	1	...	...	...	1
Bhavnagar-Gondal-Junagad-Porbandar.	1	...	...	...	1	...	10
Burma	10	2	5	2	6	4	11
Cawnpore-Burhwal	1	1	4	...	...	1	4
Eastern Bengal State	4	...	4	1	1	1	5
Jodhpur Bikaner	2	...	3	...	1	...	4
Rajputana-Malwa	6	...	3	1	7	1	10
Rohilkund and Kumaon	4	...	1	...	6	...	7
South Indian	1	...	1	...	...	...	1
Southern Mahratta	3	1	3	...	1	1	4
Special gauges.							
Jorhat (2′ 0″)	1	...	1	...	...	...	1
Kalka-Simla (2′ 6″)	1	...	...	...	6	...	6
Powayan Light (2′ 6″)	1	...	...	1	...	1	...
Total	139	61	191	40	220	101	311
Previous year	122	20	216	39	148	59	364

8. With an increase of 761 miles, or 2·64 per cent. in the mean mileage worked, and of 10,232,000 miles, or 8·93 per cent., in the train-mileage run, the number of train accidents increased by 1,373.

The total number of persons of all classes killed by causes beyond their control was 101 against 59, and the number injured 311 against 364. Out of a total of 305·89 millions against 271·06 millions of passengers travelling, and of 11,840·65 millions of miles against 10,688·09 millions of miles travelled, 45 passengers were killed and 150 injured against 9 killed and 194 injured. This gives an average of one fatal casualty in 6·80 millions against one in 30·12 millions of persons travelling, and an average of one in 263·13 millions against one in 1,187·56 millions of miles travelled in 1907 and 1906 respectively.

9. Detailed reports of certain accidents are appended to the Abstract returns. A brief description of some of the accidents resulting in loss of life, injury to persons, or serious damage to rolling-stock, is given below :—

(i) *Bengal-Nagpur Railway.*—On the 14th April 1907, No. 129 down goods train was derailed at mile 44-19 between Haur and Panchkura stations, due to the journal of an axle becoming overheated and twisting off. The rolling-stock was considerably damaged.

(ii) *Eastern Bengal State Railway.*—On the 7th February 1907, Nos. 3 up and 28 down goods trains collided at mile 86-6 near Hili station, northern section, due to neglect

on the part of the station master, Chorkai, to record in the train signal book the movements of the latter train as given on the tablet instrument, and to his not enforcing the rule that the instrument should only be worked by those authorised to do so. The rolling-stock and permanent-way were considerably damaged

(iii) On the 28th February 1907, No. 1-B up mixed train was derailed between Atrai and Raninagar stations, due to the removal of two pairs of fishplates and bolts at about mile 44½. The fireman was killed. The permanent-way was considerably damaged.

(iv) On the 10th November 1907, an up goods special parted between Ichhapur and Shamnagar stations. The portion left on the road was run into by an up troop special of the East Indian Railway, owing to the staff at Shamnagar having permitted this train to enter the blocked section. The collision fouled the down line and the wreckage of the two trains was run into by a down special goods train running on that line. The driver of the troop special was killed and a passenger injured. The rolling-stock and permanent-way were considerably damaged.

(v) *East Indian Railway.*—On the 14th February 1907, No. 29 up Ghaziabad-Moradabad Railway mixed train collided with some wagons standing on No. 7 line at Ghaziabad, due to the second assistant station master, Ghaziabad, having set aside the rules for the working of the station and having allowed trains to be admitted without being in possession of the necessary badges. The rolling stock was considerably damaged.

(vi) On the 12th March 1907 a special train collided with a shunting engine at the Dhanbaid station, due to the disregard of rules by the station staff. Twenty-two passengers in the special were more or less seriously injured, one of whom subsequently died. Three men of the engine staff also received injuries of a slight nature. The rolling-stock was considerably damaged.

(vii) On the 17th December 1907, Nos. 18 down passenger and 61 up goods trains collided between a temporary block hut at mile 230-6¼ and Dadpur block hut, due to the failure of the staff to give a caution order to the driver of the up goods train at Jhajha. Eight third class passengers were killed and eighteen injured. The guard of the goods train was also slightly injured. The rolling-stock was considerably damaged.

(viii) *Indian Midland Railway.*—On the 18th February 1907, No. 6 up mail train collided with a shunting engine at Bina station, due to the disregard of rules by the assistant station master and the signalman in not putting the signals to danger and in allowing the shunting to be performed in the face of the incoming mail. Three railway servants were killed and three passengers and four railway servants injured. The rolling-stock and permanent-way were considerably damaged.

(ix) On the 26th October 1907, No. 14 up passenger and a down special train collided at Antri station, due to the driver of the latter train running against signals, and to the disregard of rules by the assistant station master. Four passengers and two railway servants were injured. The rolling-stock was considerably damaged.

(x) *North-Western State Railway.*—On the 25th May 1907, No. 12 down passenger train and an up special goods train collided at Sarai Banjara station, due to the driver of the latter train backing his train without having received instructions to do so, and also to the disregard of rules by the assistant station master and the driver and guard of the former train. Three passengers were slightly, and the guard of the up special was severely, injured. The rolling-stock was considerably damaged.

(xi) On the 24th October 1907, Nos. 9 up passenger and 154 down goods trains collided at Kot Lakhpat station, due to the driver of the latter train having started his train with a wrong line-clear and against signals. Eleven passengers were killed and 29 persons, including 4 of the train staff, were more or less seriously injured. The rolling-stock was considerably damaged.

(xii) On the 29th October 1907, Nos. 3 Rajpura down special and 27 up passenger trains collided at mile 1042-18 between Jagadhri and Kalanour stations, due to the driver of the former train running through Jagadhri station yard against signals. Nine passengers and thirteen railway servants were killed and six passengers and six railway servants injured. The rolling-stock was considerably damaged.

(xiii) On the 25th December 1907, Nos. 5 up and 12 down passenger trains collided at mile 935-2, between Ludhiana and Ladhowal, due to the disregard of rules by the assistant station master, Ladhowal. Fifteen passengers and six railway servants were killed, and 3 passengers and 4 railway servants injured. The rolling-stock was considerably damaged.

(xiv) *Oudh and Rohilkh2nd State Railway.*—On the 5th June 1907, Nos. 601 down Great Indian Peninsula Railway mail and 225 up Oudh and Rohilkhand State Railway goods trains collided at Amausi station, due to the driver of the Great Indian Peninsula Railway train running against signals. The brakesman of the mail train was killed, and twelve passengers were severely injured, one of whom subsequently died. The rolling-stock and permanent-way were considerably damaged.

(xv) *Rajputana Malwa Railway.*—On the 21st May 1907, the engine of 27 up mail train was derailed and the tender and leading bogie composite third class and brake-van

capsized at Rewari station, due to the sharp angle of the crossing and to the speed of the train at the time of the accident being in excess of the pescribed limit. One third class passenger and the engine khalasi were slightly injured. The rolling-stock and permanent-way were damaged.

(xvi) *Southern Mahratta Railway.*—On the 10th April 1907, a goods train was derailed at mile 5-17 on the Harihar branch between Hubli and Kundgol stations, due to the failure of the trailing axle of the second vehicle from the engine. The permanent-way and rolling-stock were considerably damaged.

(For Railway Board)

R. C. F. VOLKERS,
Secretary.

SIMLA;
Dated the 4th July 1908.

Document accompanying.

1. Abstract return of accidents for the twelve months ended the 31st December 1907.

[Enclosure No. 1 to Railway Board's Report, dated the 4th July 1908.]

ABSTRACT No. 1.

General Total.

BER of PERSONS reported, during the TWELVE MONTHS ended the 31st December 1907, as KILLED or INJURED on ALL RAILWAYS open for TRAFFIC in INDIA, distinguishing between PASSENGERS, RAILWAY SERVANTS and OTHER PERSONS; and distinguishing also, in the case of the two former classes, between ACCIDENTS caused by ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., and ACCIDENTS happening otherwise.

	Standard gauge lines.		Metre gauge lines.		Special gauge lines.		Total all gauges.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
GERS :—								
rom accidents to trains, rolling-stock, permanent-way, etc.	45	136	...	14	...	...	45	150
y accidents from other causes, including accidents from their own want of caution or misconduct	128	330	22	125	...	4	150	459
TS :—								
om accidents to trains, rolling-stock, permanent-way, etc.	34	85	5	29	1	6	40	120
accidents from other causes, including accidents from their own want of caution or misconduct	311	411	89	131	5	4	405	546
PERSONS :—								
hilst passing over railways at level-crossings	32	27	19	17	...	...	51	44
passers	626	184	290	114	3	5	919	303
ides	148	6	40	1	1	...	189	7
ellaneous, not included in either of the above	22	16	13	18	...	2	35	36
Total	1,346	1,195	478	449	10	21	1,834	1,665

ABST

NUMBER of PERSONS reported, during the TWELVE MONTHS ended the 31st December 1907, as KILLED or INJURED i
PASSENGERS, RAILWAY SERVANTS and OTHER PERSONS, and classifying, as

Serial Number.	RAILWAY.	PASSENGERS. From accidents to trains, etc.—See Abstracts Nos. 3 and 4.		From causes other than accidents to trains, etc. 1.—From falling between trains and platforms.		2.—Falling on to the platform, ballast, etc., when getting into or out of trains.		3.—Whilst crossing the line at stations.		4.—By closing of carriage doors.		5.—Falling out of carriages during the travelling of trains.		6.—Other accidents.		Total.		Total Passengers.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
	5' 6" gauge.																		
1	Bengal-Nagpur (a)	...	2	1	...	1	...	...	2	...	2	5	28	1	1	8	33	8	35
2	Bombay, Baroda and Central India (b)	..	2	...	...	1	4	..	...	..	...	4	17	...	..	5	21	5	23
3	Eastern Bengal State	..	3	.	...	...	2	2	..	...	...	1	8	..	1	3	11	3	14
4	East Indian (c)	9	41	7	10	3	6	6	5	..	1	23	60	5	6	44	88	53	129
5	Great Indian Peninsula	...	8	...	...	2	1	1	...	...	...	8	24	4	4	15	29	15	37
6	Indian Midland (d)	1	18	..	.	1	...	...	..	...	..	6	5	...	..	7	5	8	23
7	Madras (e)	...	9	...	...	1	3	1	1	...	.	2	8	...	...	4	12	4	21
8	Nizam's Guaranteed State (f)	...	...	...	.		...	...	...	...		...	1	...	...	...	1		1
9	North Western State (g)	35	51	2	3	4	1	1	1	...	1	31	94	1	3	39	103	74	154
10	Oudh and Rohilkhand State (h)	...	2	.	2	1	3	1	...	...	..	1	21	...	...	3	26	3	28
11	Tapti Valley	...	...	...	.	...	...	...	...	...	.	.	1	.	...	...	1	...	1
	TOTAL	45	136	10	15	14	20	12	9	.	4	81	267	11	15	128	330	173	466
	Previous year	7	126	17	15	16	19	9	9	...	6	71	196	10	14	123	259	130	385
	3' 3¾" gauge.																		
12	Assam-Bengal	...	...	..	...	...	2	...	...	...	..	...	2	...	...	...	4	...	4
13	Bengal and North-Western— Tirhoot section. Company's "	...	...	.	...	...	...	..	...	...	...	5	14	...	1	5	15	5	15
14	Bengal Doosrs (k)	...	..	...	...	...	...	...	...	...	1	...	...	...	1	...	1	...	...
15	Bhavnagar-Gondal-Junagad-Porbandar (l)	...	...	...	...	...	...	...	...	...	...	3	.	...	...	3	...	3	...
16	Burma	...	4	1	1	...	1	...	3	...	...	3	18	...	...	4	23	4	27
17	Cawnpore-Burhwal	...	...	...	...	...	...	...	.	...	...	...	...	...	...	...	...	...	...
18	Deoghur	..	...	..	..	...	...	...	.	...	..		...	...	...	...	...	...	...
19	Dibru-Sadiya (m)	...	...	...	...	...	...	..	.	...	...	...	...	...	...	..	...	...	...
20	Eastern Bengal State (n)	...	3	...	..	...	1	...	...	...	...	2	2	...	...	2	3	2	6
	Carried over		7	1	1	...	4	...	3	...	...	11	39	...	1	12	48	12	55

Serial Number.	RAILWAY.	From accidents to trains, etc.—See Abstracts Nos. 3 and 4.		From causes other than accidents to trains, etc. 1.—Whilst coupling or uncoupling vehicles.		2.—By coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines.		3.—Whilst passing over or standing upon buffers during shunting.		4.—When getting on or off, or falling off, engines, wagons, etc., during shunting.		5.—Whilst braking, spragging, or chocking wheels.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
	5' 6" gauge.												
1	Bengal-Nagpur (a)	...	7	1	2	...	...	...	...	...	4	...	
2	Bombay, Baroda and Central India (b)	...	...	...	...	...	...	...	...	1	2	1	
3	Eastern Bengal State	1	3	2	...	...	...	...	...	1	...	...	
4	East Indian (c)	5	24	2	4	...	1	...	...	2	2	...	
5	Great Indian Peninsula	1	...	1	7	..	...	...	...	..	2	...	
6	Indian Midland (d)	4	6	...	2	..	...	..	...	...	3	.	
7	Madras (e)	1	2	1	2	...	1	.	..	.	3	...	
8	Nizam's Guaranteed State (f)	...	...	...	...	...	...	...	...	...	1	..	
9	North Western State (g)	20	41	13	19	...	1	6	4	7	13	1	
10	Oudh and Rohilkhand State (h)	2	2	...	...	.	...	...	2	...	3	...	
11	Tapti Valley	...	..	...	...	..	..	...	...	..	...	...	
	TOTAL	34	85	20	36	...	3	6	6	11	33	2	
	Previous year	30	69	15	33	3	3	9	9	5	24	1	
	3' 3¾" gauge.												
12	Assam-Bengal	1	2	...	...	.	...	...	1	...	...	...	
13	Bengal and North-Western— Tirhoot section. Company's "	...	4	..	1	...	2	..	...	1	1	1	
14	Bengal Doosrs (k)	...	...	...	..	..	...	...	...	...	...	...	
15	Bhavnagar-Gondal-Junagad-Porbandar (l)	...	1	1	...	...	...	...	...	..	..	...	1
16	Burma	2	6	3	7	...	...	1	1	...	...		1
17	Cawnpore-Burhwal	...	...	...	...	...	...	...	...	.	1		
18	Deoghur	...	...	...	...	..	...	...	...	...	...		
19	Dibru-Sadiya (m)	...	...	...	...	...	...	...	.	...	...		
20	Eastern Bengal State (n)	1	1	...	...	...	...	...	...	...	...		
	Carried over	4	14	4	8	..	2	1	2	1	[illegible]	...	8

(a) Including the Jubbulpore-Gondia extension, Mourbhanj, Parlakimedi Light, Purulia-Ranchi and Raipur-Dhamtari (2' 6" gauge) railways.
(b) " Godhra-Rutlam-Nagda, Nagda-Ujjain Nagda-Muttra and Petlad-Cambay railways.
(c) " Delhi-Umballa-Kalka, South Behar and Tarkessur railways.
(d) " Agra-Delhi Chord, Bhopal-Itarsi, Bhopal-Ujjain and Bina-Goona-Baran railways.
(e) " Azhikhal-Mangalore, Kolar Gold-fields, Madras (North-East Line); and Nilgiri and Shoranur-Cochin (3' 3¾" gauge) and Morappur-Dharmapuri and Tiruvattur-Krishnagiri (2' 6" gauge) railways.
(f) Including the Bezwada extension railway.
(g) " Amritsar-Patti, Jammu and Kashmir (Native State [illegible] Dhuri-Jakhal, Rajpura-Bhatinda and Southern Pun[illegible] the Khushalgarh-Kohat-Thal, Nowshera-Durgai (2' [illegible] Dandot Light (2' 0" gauge) railways.

...TRAVELLING of TRAINS or the MOVEMENT of VEHICLES used exclusively upon RAILWAYS, distinguishing between ...able, the nature and causes of the ACCIDENTS occasioning the DEATH or INJURY.

...TS TO TRAINS, ETC. — 8.—...shunting operations not included in the preceding. Killed	8. Injured	9.—From falling off engines, etc., during the travelling of trains. Killed	9. Injured	10.—By coming in contact with over-bridges, or erections on the sides of the line during the travelling of trains. Killed	10. Injured	11.—When getting on or off engines, vans, etc., during the travelling of trains. Killed	11. Injured	12.—Whilst attending to or by the failure of machinery, etc., of engines in steam. Killed	12. Injured	13.—Whilst working on the permanent-way, sidings, etc. Killed	13. Injured	14.—Whilst attending to gates at level-crossings. Killed	14. Injured	15.—Whilst walking, crossing, or standing on the line on duty. Killed	15. Injured	16.—From being caught between vehicles. Killed	16. Injured	17.—From falling or being caught between trains and platforms, walls, etc. Killed	17. Injured	18.—Whilst walking, etc., on the line on the way home or to work. Killed	18. Injured	19.—Miscellaneous. Killed	19. Injured	TOTAL. Killed	TOTAL. Injured	TOTAL SERVANTS. Killed	TOTAL SERVANTS. Injured	OTHERS. Whilst passing over the railway at level-crossings. Killed	Level-crossings. Injured	Trespassers. Killed	Trespassers. Injured	Suicides. Killed	Suicides. Injured	Miscellaneous. Killed	Miscellaneous. Injured	TOTAL OTHERS. Killed	TOTAL OTHERS. Injured	TOTAL ALL CLASSES. Killed	TOTAL ALL CLASSES. Injured	Serial Number.
2	6	1	2	...	...	1	1	...	1	...	1	1	...	8	4	1	...	1	...	1	...	1	2	18	25	18	32	4	5	81	22	24	2	2	...	111	29	137	96	1
.	...	1	...	...	...	2	1	.	...	...	.	...	...	4	2	3	...	...	1	.	...	12	4	24	11	24	11	...	...	21	1	4	...	1	1	26	2	55	36	2
1	3	1	4	.	1	...	2	..	.	1	1	...	.	12	7	1	1	..	...	1	.	8	6	28	25	29	28	5	3	66	17	2	..	2	...	75	20	107	62	3
3	8	1	7	1	3	2	15	..	..	5	7	1	1	19	13	...	...	3	6	10	6	12	21	61	95	66	119	13	6	157	51	46	3	7	5	223	65	342	313	4
8	6	1	5	1	1	4	5	...	4	2	...	...		20	9	...	1	.	...	4	...	3	11	44	54	45	54	2	2	56	17	10	...	1	...	69	19	129	110	5
2	4	...	1	...	...	1	2	..	1	...		...	...	4	5	...	...	...	...	1	...	1	2	9	20	13	26	...	2	24	3	7	...	1	...	32	5	53	54	6
1	3	2	3	1	2	2	..	...	...	1	1	..	...	5	7	2	1	1	...	3	3	5	9	24	39	25	41	2	2	35	5	8	...	3	3	48	10	77	72	7
...	...	...	1	...		...	...	...	...	...	...	...	...	...	3	..	...	...	...	..	1	1	1	1	7	1	7	...	...	1	2	...	..	..	..	1	2	2	10	8
5	1	4	11	...	...	3	6	1	3	3	2	.	1	31	21	2	1	1	5	8	5	9	18	94	111	114	152	2	3	119	38	17	..	2	5	140	46	328	352	9
	3	...	6	...	...	2	1	..	..	1	2	1	...	3	1	...	...	.	1	1	...	...	1	8	24	10	26	3	3	64	28	29	1	3	2	99	34	112	88	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	2	...	1	..	...	...	4	1	4	2	11
[illegible]	34	11	40	3	7	17	33	1	9	13	14	3	2	106	72	9	4	6	13	29	15	52	75	311	411	345	496	32	27	626	184	148	6	22	16	828	233	1,346	1,195	
[illegible]	32	6	27	5	5	12	30	1	11	21	12	9	2	87	56	5	3	4	9	19	11	28	56	257	341	287	410	36	13	549	144	121	6	23	17	729	180	1,146	975	
	...	...	1	..	..	.•	5	...	..	...	..	1	...	...	1	.	...	...	...	...	...	1	3	2	11	3	13	..	1	20	14	1	1	...	..	21	16	24	33	12
	...	...	2	...	...	5	4	...		...	1	3	1	3	2	...	...	..	...	..	1	...	1	16	16	16	20	1	1	89	33	14	...	7	8	111	42	132	77	13
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	..	...	...	..	...	...	1	...	1	...	1	1	2	1	...	...	...	..	3	2	5	2	14
	1	...	1	...	...	1	...	...	..	...	...	...	..	..	...		...	...	...	1	...	...	...	3	2	3	3	...	...	1	...		..	...	..	1	..	4	6	15
	1	...	4	1	...	2	2	...	...	1	2	1	...	..	2	1	...	...	...	4	..	2	8	16	27	18	33	3	3	39	17	3	...	3	...	48	20	70	80	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	1	4	2	..	...	..	...	...	3	4	3	5	17
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	3	...	...	.	...	...	3	...	3	..	19
	...	...	...	..	..	3	2	...	...	...	...	...	...	4	...	...	...	...	...	...	...	2	3	13	5	14	6	1	..	60	11	3		1	3	65	14	81	26	20
[illegible]	...	...	8	1	...	11	13	...	...	1	3	5	1	7	5	2	..	...	...	5	1	5	15	51	62	55	76	7	10	216	76	21	1	11	11	255	98	322	229	

...ing the Hardwar-Dehra railway.
" Bengal Dooars extensions.
" Dhrangadra, Jamnagar and Jetalsar-Rajkot railways.

(k) Including the Ledo and Tikak Margherita Colliery Branch railway.
(l) " Mymensingh-Jamalpur-Jagannathganj railway (3' 3⅜" gauge) and the Ranaghat-Krishnagar and Teesta-Kurigram branches, also the ...tish Section of the Santrabari extension (2' 6" gauge) lines.

ABSTRAC[T]

NUMBER of PERSONS reported, during the TWELVE MONTHS ended the 31st December 1907, as KILLED or INJURED i[n] ... PASSENGERS, RAILWAY SERVANTS and OTHER PERSONS, and classifying, as far a[s] ...

Serial Number.	RAILWAY.	PASSENGERS. From accidents to trains, etc.—See Abstracts Nos. 3 and 4.		From causes other than accidents to trains, etc. 1.—From falling between trains and platforms.		2.—Falling on to the platform, ballast, etc., when getting into or out of trains.		3.—Whilst crossing the line at stations.		4.—By closing of carriage doors.		5.—Falling out of carriages during the travelling of trains.		6.—Other accidents.		TOTAL.		TOTAL PASSENGERS.		S[ERVANTS]. From accidents to trains, etc.—See Abstracts Nos. 3 and 4.		From causes other th[an] ... 1.—Whilst coupling or uncoupling vehicles.		2.—By coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines.		3.—Whilst passing over or standing upon buffers during shunting.		4.—When getting on or off, or falling off, engines, wagons, etc., during shunting.		5.—Whilst braking, spragging, or chocking wheels.		6.—Whilst ...
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.
	Brought forward	...	7	1	1	...	4	..	3	..	...	11	39	...	1	12	48	12	55	4	14	4	8	...	2	1	2	1	2	1	...	1
	3′ 3⅜″ gauge—concld.																															
21	Hyderabad-Godavari Valley																															
22	Jodhpur-Bikaner—(a) Jodhpur section / Bikaner "		3									1	4		3	1	7	1	10		1		1				1					
23	Morvi																															
24	Rajputana-Malwa (b)		3			1	1	1				2	39	...	...	4	40	4	43	1	7	1	2					1	1			
25	Rohilkund and Kumaon Lucknow-Bareilly section, Company's section												1				1		1	...	6	1						2				
26	South Indian (c)		1	1			3					3	20			4	23	4	24		...	1	11				1		1			
27	Southern Mahratta (d)										...	1	6		...	1	6	1	6		1		6						1		1	
28	Udaipur-Chitor																															
	TOTAL	...	14	2	1	1	8	1	3		...	18	109	...	4	22	125	22	139	5	29	7	28		2	1	4	4	5	1	1	1
	Previous year	2	58	1	4	5	6	4	7	...	1	19	83	2	4	31	105	33	163	7	60	7	19		1	...	5	3	9		1	1
	Special gauges.																															
29	Baraset-Basirhat Light (2′ 6″)												1				1		1	...												
30	Barsi Light (2′ 6″)																															
31	Bukhtiarpore—Behar Light (2′ 6″)																															
32	Cooch Behar (2′ 6″)																															
33	Cutch (2′ 6″)																															
34	Gaekwar's Dabhoi (2′ 6″)																															
35	Kalka-Simla (2′ 6″)										1						1		1	...	6								1			
36	Powayan Light (2′ 6″)						1										1		1	1												
37	Rajpipla (2′ 6″)																															
38	Shahdara (Delhi)—Saharanpur Light (2′ 6″)																															1
39	Tarakeshwar-Magra Light (2′ 6″)																															
40	Tezpore-Balipara Light (2′ 6″)												1				1		1													
41	Darjeeling-Himalayan (2′ 0″)																															
42	Gwalior Light (2′ 0″)																															
43	Howrah-Amta (2′ 0″)																															
44	Howrah-Sheakhala (2′ 0″)																															
45	Jorhat (2′ 0″)																															
46	Matheran Light (2′ 0″)																															
	TOTAL	..	...			..	1				1	..	2		...	...	4		4	1	6						...		1	...	...	1
	Previous year	..	10	...	...	...	3	...	...			1	1		...	1	4	1	14	2	19	...	2	...	...		...		...		...	
	GRAND TOTAL	45	150	12	16	15	29	13	12	...	5	99	378	11	19	150	459	195	609	40	120	27	64	..	5	7	10	15	39	3	4	
	Previous year	9	154	18	19	21	28	13	16	...	7	91	280	12	18	155	368	164	562	39	148	22	54	3	4	9	14	8	33	1	10	4

(a) Including the Jodhpur-Hyderabad railway (British section).
(b) " Ahmedabad-Dholka, Ahmedabad-Parantij, Gaekwar's Mehsana, Jaipur State, Palanpur-Deesa, and Vijapur-Kalol-Kadi railway[s].
(c) " Tanjore District Board and Tinnevelly-Quilon (Travancore) railways.
(d) " Bellary-Rayadrug, Birur-Shimoga, Guntakal-Mysore frontier, Hindupur (Yesvantpur-Mysore frontier), Hospet-Kottur, Ko[...] Mysore-Nanjangud, Mysore section (Southern Mahratta), Sangli State and West of India Portuguese railways.

—concluded.

the TRAVELLING of TRAINS or the MOVEMENT of VEHICLES used exclusively upon RAILWAYS, distinguishing between
ble, the nature and causes of the ACCIDENTS occasioning the DEATH or INJURY—*concluded.*

in the preceding	9.—From falling off engines, etc., during the travelling of trains.		10.—By coming in contact with over-bridges or erections on the sides of the line during the travelling of trains.		11.—When getting on or off engines, vans, etc., during the travelling of trains.		12.—Whilst attending to or by the failure of machinery, etc., of engines in steam.		13.—Whilst working on the permanent-way, sidings, etc.		14.—Whilst attending to gates at level-crossings.		15.—Whilst walking, crossing or standing on the line on duty.		16.—From being caught between vehicles.		17.—From falling or being caught between trains and platforms, walls, etc.		18.—Whilst walking, etc., on the line on the way home or to work.		19.—Miscellaneous.		TOTAL.		TOTAL SERVANTS.		OTHERS. Whilst passing over the railway at level-crossings.		Trespassers.		Suicides.		Miscellaneous.		TOTAL OTHERS.		TOTAL ALL CLASSES.		Serial Number.
Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
2	...	8	1	...	11	13	...	...	1	5	5	1	7	5	2	..		..	5	1	5	15	51	62	55	76	7	10	216	76	21	1	11	11	255	98	322	229	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	1	...	2	...	2	...	...	2	7	...		...	...	2	7	2	9	21
...	...	1	...	...	...	...	...	1	1	...	1	...	1	...	...	...	1	...	...	...	...	...	4	5	4	6	...	...	3	1	...	...	...	1	3	2	8	18	22
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
...	...	2	...	...	2	1	1	...	...	1	...	...	3	1	3	...	...	...	...	...	5	13	16	21	17	28	1	2	27	20	4	...	2	5	34	27	55	98	24
...	...	1	...	...	1	1	...	...	...	...	...	...	2	...	...	...	...	...	1	...	...	1	7	8	7	9		1	12	2	4	...	...	...	16	3	23	13	25
...	...	2	...	...	...	1	.	1	...	...	2	1	1	1	1	...	...	...	1	..	1	6	8	27	8	27	8	1	18	5	3	...	...	...	29	6	41	57	26
...	...	...	...	...	1	1	...	...	...	...	...	.	1		...	...	...	...	...	...	...	2	3	11	3	12	3	3	12	3	8	...	...	1	23	7	27	25	27
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	28
...	...	14	1	...	15	17	1	2	2	4	8	2	15	8	6	...	1	...	7	1	11	37	89	131	94	160	19	17	290	114	40	1	13	18	362	150	478	449	
	8	6	2	...	15	14	2	...	1	3	4	5	12	8	1	3	4	...	2	2	18	22	82	106	89	166	16	13	262	105	31	3	16	20	325	141	447	470	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	29
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	30
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	1	...	31
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	1	1	1	1	32
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	1	...	1	34
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1	1	1	7	...	...	...	1	...	...	...	...	...	1	1	9	35
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1	1	...	...	...	...	1	1	2	2	36
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	1	...	37
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	3	2	3	2	...	...	...	...	...	...	...	...	...	...	3	2	38
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	1	...	1	...	39
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	40
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	1	...	...	...	...	...	...	...	1	...	1	...	2	41
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	42
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	43
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	1	...	1	44
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	45
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	1	46
	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	3	3	5	4	6	10	..	...	3	5	1	...	...	2	4	7	10	21	
	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	2	4	4	23	..	2	12	10	2	.	2	..	16	12	21	49	
		54	4	7	32	50	2	11	15	18	11	4	121	80	15	4	7	13	37	16	66	115	405	546	445	665	51	44	919	303	189	7	35	36	1194	390	1834	1605	
		34	7	5	25	44	3	11	22	15	13	7	99	64	6	6	9	9	21	13	46	78	341	451	380	599	52	28	823	259	154	9	41	37	1070	333	1614	1494	

ABSTRACT No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., reported during the TWELVE MONTHS ended the 31st December 1907, as having occurred on the several RAILWAYS open for TRAFFIC in INDIA, distinguishing the different CLASSES of ACCIDENTS and the number of PASSENGERS and OTHERS, and of RAILWAY SERVANTS KILLED or INJURED in each class of accident—contd.

STANDARD GAUGE—contd.

NORTH WESTERN STATE.(a)

	Number: Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Number: Other accidents	Number: Total.	Number of passengers and others: Killed.	Number of passengers and others: Injured.	Number of servants: Killed.	Number of servants: Injured.	Total all classes: Killed.	Total all classes: Injured.
1. Collisions between passenger trains or parts of passenger trains	1	4	5	15	6	6	4	21	10
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	6	1	7	20	42	13	14	33	56
3. Collisions between goods trains or parts of goods trains	4	48	52	..	...	...	9	...	9
4. Collisions between light engines	2	29	31	...	...	1	8	1	8
5. Passenger trains or parts of passenger trains leaving the rails	9	6	15	...	1	...	1	...	2
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	255	255	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	2	2	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	3	3	...	...	...	...	...	...
9. Trains running over cattle on the line	1	530	531	...	1*	...	...	...	1
10. Ditto over obstructions on the line	4	24	28	...	5*	...	3	...	8
11. Trains running through gates at level-crossings	...	2	2	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...	53	53	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	288	288	...	...	...	1	...	1
14. The failure of tyres	...	2	2	...	...	...	...	...	...
15. Ditto of wheels	...	2	2	...	...	...	...	...	...
16. Ditto of axles	...	15	15	...	...	...	...	...	...
17. Ditto of brake apparatus	...	1	1	...	...	...	...	...	...
18. Ditto of couplings	...	19	19	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	111	111	...	...	...	...	...	...
21. The flooding of portions of permanent-way	1	27	28	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	9	9	...	...	...	...	...	...
23. Fire in trains	...	26	26	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	16	16	...	...	...	...	...	...
25. Other accidents	...	104	104	...	2	...	1	...	3
Total	[illegible]	[illegible]	[illegible]	35	57‡	20	41	55	98

OUDH AND ROHILKHAND STATE.(b)

Number of heading	Number: Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Number: Other accidents.	Number: Total.	Number of passengers and others: Killed.	Number of passengers and others: Injured.	Number of servants: Killed.	Number of servants: Injured.	Total all classes: Killed.	Total all classes: Injured.
1	1	...	1	...	1	...	..	...	1
2	1	4	5	...	1	...	...	...	1
3	1	6	7	3*	1*	..	1	3	2
4	1	...	1	...	...	...	1	...	1
5	...	...	...	...	...	...	...	...	...
6	...	3	3	..	...	...	...	...	...
7	1	...	1	...	...	2	...	2	...
8	...	...	...	...	...	...	...	...	...
9	..	161	161	...	...	..	...	...	...
10	1	5	6	...	1*	...	...	...	1
11	...	...	...	...	...	...	...	...	...
12	...	...		...	...	...	...	...	...
12(a)	...	9	9	...	...	...	...	...	...
13	...	18	18	...	...	...	...	...	...
14	...	..	...	...	...	...	...	...	...
15	...	...	...	...	...	...	...	...	...
16	...	1	1	...	...	...	...	...	...
17	...	...	...	...	...	...	...	...	...
18	...	23	23	...	...	...	...	...	...
19	...	...	...	...	...	...	...	...	...
20	...	6	6	...	...	...	...	...	...
21	...	1	1	...	...	...	...	...	...
22	...	...	...	...	...	..	...	...	...
23	...	2	2	...	...	...	...	...	...
24	...	3	3	...	...	...	...	...	...
25	...	1	1	...	...	...	..	...	...
Total	6	243	249	3*	4†	2	2	5	6

TAPTI VALLEY.

Number of heading	Number: Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Number: Other accidents.	Number: Total.	Number of passengers and others: Killed.	Number of passengers and others: Injured.	Number of servants: Killed.	Number of servants: Injured.	Total all classes: Killed.	Total all classes: Injured.
1	...	...	...	...	...	...	..	..	...
2	...	...	...	.	..	...	...	...	..
3	...	1	1	.	...	...	...	...	...
4	...	...	...	...	...	...	...	...	..
5	..	...	...	...	...	...	...	...	...
6	...	...	...	...	...	...	...	...	...
7	...	...		...	...	...	.	..	...
8	...	...	...	...	..	...	...	...	...
9	...	22	22	...	...	...	...	...	..
10	...	...	...	..	..	...	...	...	...
11	...	...	...	.		...	...	...	...
12	...	...	..	...	...	...	...	...	...
12(a)	...	1	1	...	...	...	...	...	...
13	...	2	2	...	..	...	..	..	...
14	...	...	...	.	...	..	...	...	...
15	...	...	...	...	...	...	...	...	...
16	...	...	...	...	...	...	...	...	...
17	...	...	...	...	...	...	...	...	...
18	...	2	2	...	...	...	...	...	...
19	...	...	...	...	...	...	...	...	...
20	...	4	4	...	...	...	...	...	...
21	...	1	1	...	...	...	...	...	...
22	...	...	...	...	...	...	...	...	...
23	...	...	..	..	...	...	...	...	..
24	...	...	...	...	...	...	...	...	...
25	...	1	1	...	...	...	...	...	...
Total	...	34	34		...	...	...	...	..

METRE GAUGE.

ASSAM-BENGAL.

Number of heading	Number: Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Number: Other accidents.	Number: Total.	Number of passengers and others: Killed.	Number of passengers and others: Injured.	Number of servants: Killed.	Number of servants: Injured.	Total all classes: Killed.	Total all classes: Injured.
1	...	...	..	..	..	...		...	...
2	...	...	...	..	...	...		...	...
3	...	...	...	...	..	..	.	..	...
4	...	...	..	...	...	..	...	...	.
5	5	.	5	...		...	...	...	...
6	...	12	12	...	.	...	...	...	...
7	...	...	...	...	...	...	...	...	...
8	...	...	...	..	...	...		...	
9	2	76	78	.	...	...	.	...	...
10	1	8	9	...	...	.	1	...	1
11	...	...	...	...	.	...	...	...	...
12	...	...	...	...		...	...	..	...
12(a)	...	1	1	...	...		...	...	.
13	...	13	13	...	...	...	...	..	...
14	...	...	...	...	..	...	...	..	...
15	...	...	...	...	...	...	...	...	...
16	...	...	...	...	...	...	...	...	...
17	...	...	...	...	...	...		...	...
18	...	23	23	...	...	...	...	...	...
19	...	...	...	...	...	..	...	...	...
20	...	3	3	...	...		...	...	...
21	...	1	1	...	...	...	...	...	...
22	...	5	5	...	...	.	...	...	...
23	...	...	...	...	...	...	...	...	..
24	...	...	...	...	...	...		...	.
25	3	2	5	...	...	1	1	1	1
Total	11	144	155	...	...	1	2	1	2

METRE GAUGE—*contd.*

	Company's sections (Hubli and Company's sections).									Bengal Dooars. (a)									Bhavnagar-Gondal-Junagad-Porbandar. (b)									Burma.									
	Number.			Number of passengers and others.		Number of servants.		Total all classes.		Number.			Number of passengers and others.		Number of servants.		Total all classes.		Number.			Number of passengers and others.		Number of servants.		Total all classes.		Number.			Number of passengers and others.		Number of servants.		Total all classes.		
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number of headings.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	2	...	...	...	2	1
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	2	10	12	...	...	...	2	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	4	...	...	...	1	...	1	2
3. Collisions between goods trains or parts of goods trains	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11	11	...	...	...	...	...	...	3
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	4
5. Passenger trains or parts of passenger trains leaving the rails	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	1	1	2	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	13	13	...	...	...	...	...	...	2	20	22	...	...	1	...	1	...	6
7. Trains or engines travelling in the wrong direction through points	2	11	13	1*	6*	...	1	1	7	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	78	78	...	...	...	1	...	1	7
8. Trains running into stations or sidings at too high a speed	...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	8
9. Trains running over cattle on the line	...	140	140	...	...	...	...	...	...	...	18	18	...	...	...	...	...	...	...	25	25	...	...	...	...	...	...	1	143	144	...	...	...	...	...	...	9
10. Ditto over obstructions on the line	...	11	11	...	...	...	...	...	...	1	1	2	...	1*	...	...	...	1	...	1	1	...	...	...	...	...	...	6	11	17	2*	1*	...	2	2	3	10
11. Trains running through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	11
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
12(a). Ditto of tubes, etc., of engines	...	11	11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	2	...	...	...	1	...	1	12(a)
13. The failure of machinery, springs, etc., of engines	...	28	28	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	23	23	...	...	...	...	...	...	13
14. The failure of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	14
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	4	22	26	...	...	...	...	...	...	15
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	16
17. Ditto of brake apparatus	...	3	3	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	21	22	...	...	...	...	...	...	18
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	19
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	1	13	14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7	7	...	...	...	...	...	...	20
20. Broken rails	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9	9	18	...	...	...	...	...	...	21
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	5	6	...	...	...	...	...	...	22
22. Slips in cuttings or embankments	...	9	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	1	...	1	1	16	17	...	2	...	...	...	2	23
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	6	6	...	...	...	...	...	...	24
24. Fire at stations, or involving injury to bridges or viaducts	...	5	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	4	5	...	...	...	...	...	...	3	79	82	...	...	1	1	1	1	25
25. Other accidents	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	31	47	2 503	2*	5†	2	6	4	11	
Total all classes	3	6	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	50	53	...	...	...	1	...	1										
	9	259	268	1*	6*	...	4	1	10	2	23	25	...	1*	...	...	...	1	3																		

(a) Including the Bengal Dooars extensions.
(b) " Dhrangadra, Jamnagar and Jetalsar-Rajkot railways.

* Not (a) passenger(s).
† Of these, one was not a passenger.

ABSTRACT No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., reported during the TWELVE MONTHS ended the 31st December 1907, as having occurred on the several RAILWAYS open for TRAFFIC in INDIA, distinguishing the different CLASSES of ACCIDENTS and the number of PASSENGERS and OTHERS, and of RAILWAY SERVANTS KILLED or INJURED in each class of accident—*contd.*

METRE GAUGE—*contd.*

	Cawnpore-Burhwal.									Deoghur.									Dibru-Sadiya. (a)									Eastern Bengal State. (b)									
	Number.			Number of passengers and others.		Number of servants.		Total all classes.		Number.			Number of passengers and others.		Number of servants.		Total all classes.		Number.			Number of passengers and others.		Number of servants.		Total all classes.		Number.			Number of passengers and others.		Number of servants.		Total all classes.		Number of headings.
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	1
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	2	...	...	...	...	...	...	2
3. Collisions between goods trains or parts of goods trains	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	3
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
5. Passenger trains or parts of passenger trains leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	...	4	...	1	1	...	1	1	5
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	7
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
9. Trains running over cattle on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	91	93	...	1*	...	1	...	2	9
10. Ditto over obstructions on the line	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	9	10	...	2	...	...	...	2	10
11. Trains running through gates at level-crossings	1	...	1	1*	4*	...	...	1	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	11
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	12(a)
13. The failure of machinery, springs, etc., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19	19	...	...	...	...	...	...	13
14. The failure of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
18. Ditto of couplings	...	5	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11	11	...	...	...	...	...	...	18
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15	15	...	...	...	...	...	...	20
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
24. Fire at stations, or involving injury	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
25. Other accidents	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	6	...	...	...	...	...	...	25
TOTAL ALL CLASSES	1	9	10	1*	4*	...	...	1	4	...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	11	157	168	...	4†	1	1	1	5	

METRE GAUGE—*contd.*

	Hyderabad-Godavari Valley.									Jodhpur-Bikaner (Jodhpur and Bikaner sections).(a)									Morvi.									Rajputana-Malwa. (b)									
	Number.			Number of passengers and others.		Number of servants.		Total all classes.		Number.			Number of passengers and others.		Number of servants.		Total all classes.		Number.			Number of passengers and others.		Number of servants.		Total all classes.		Number.			Number of passengers and others.		Number of servants.		Total all classes.		
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number of headings.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	1	...	1	...	2	1
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	2	...	..	...	...	...	...	2
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	..	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	5	6	...	...	...	1	...	1	3
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	4
5. Passenger trains or parts of passenger trains leaving the rails	...	...	...	...	..	...	...	...	...	3	3	6	..	...	...	...	...	...	...	1	1	...	...	...	...	...	...	3	9	12	...	2	...	3	...	5	5
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	...	...	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9	9	...	...	...	...	...	...	6
7. Trains or engines travelling in the wrong direction through points	...	...	..	...	...	..	...	...	...	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7
8. Trains running into stations or sidings at too high a speed	...	...								...	1	1	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
9. Trains running over cattle on the line	...	48	48	...	...	...	...	...	...	...	135	135	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	191	192	...	...	1	2	1	2	9
10. Ditto over obstructions on the line	...	...	..	...	...	...	...		..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	11	11	...	...	...	...	...	..	10
11. Trains running through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	5	...	...	...	...		...	11
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	5	5	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	12(a)
13. The failure of machinery, springs, etc., of engines	...	...	...	...	...	...	...	...	...	...	19	19	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	40	40	...	...	...	...	...	...	13
14. The failure of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	13	13	...	...	...	...	...	...	16
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	7	7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	34	34	...	...	...	...	...	...	18
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
20. Broken rails	...	...	...	...	...	...	...	...	...	...	23	23	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7	7	...	...	...	...	...	...	20
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	12	17	29	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	6	...	...	...	...	...	...	21
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	15	15	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21	21	...	...	...	...	...	...	23
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	24
25. Other accidents	...	...	...	...	...	...	...	...	...	1	...	1	...	3	...	...	...	3	...	...	...	...	...	...	...	...	...	...	111	111	...	...	...	...	...	...	25
Total all classes	...	48	48	...	...	...	...	...	...	17	238	255	...	3	...	1	...	4	...	4	4	...	...	...	...	...	...	7	471	478	...	3	1	7	1	10	

(a) Including the Jodhpur-Hyderabad railway (British section).
(b) " Ahmedabad-Dholka, Ahmedabad-Parantij, Gaekwar's Mehsana, Jaipur State, Palanpur-Deesa and Vijapur-Kalol-Kadi railways.

ABSTRACT No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., reported during the TWELVE MONTHS ended the 31st December 1907, as having occurred on the several RAILWAYS open for TRAFFIC in INDIA, distinguishing the different CLASSES of ACCIDENTS and the number of PASSENGERS and OTHERS, and of RAILWAY SERVANTS KILLED or INJURED in each class of accident—*contd.*

METRE GAUGE—*concld.*

	Rohilkund and Kumaon (Lucknow-Bareilly and Company's sections).									South Indian. (a)									Southern Mahratta. (b)									Udaipur-Chitor.									
	Number.			Number of passengers and others.		Number of servants.		Total all classes.		Number.			Number of passengers and others.		Number of servants.		Total all classes.		Number.			Number of passengers and others.		Number of servants.		Total all classes.		Number.			Number of passengers and others.		Number of servants.		Total all classes.		
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number of headings.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	1	2	3	...	...	...	2	...	2	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
3. Collisions between goods trains or parts of goods trains	...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
5. Passenger trains or parts of passenger trains leaving the rails	1	1	2	...	...	...	2	...	2	...	3	3	...	...	...	...	...	...	4	...	4	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	5
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	2	2	...	...	...	...	...	...	...	8	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6
7. Trains or engines travelling in the wrong direction through points	...	8	8	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
9. Trains running over cattle on the line	1	72	73	...	...	...	2	...	2	...	578	578	...	...	...	...	...	...	1	318	319	...	...	...	...	...	...	...	17	17	...	...	...	...	...	...	9
10. Ditto over obstructions on the line	1	2	3	...	*1	...	...	...	1	...	7	7	...	...	...	...	...	...	...	20	20	1*	3*	...	...	1	3	...	...	...	...	...	...	...	...	...	10
11. Trains running through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
12(a). Ditto of tubes, etc., of engines	...	28	28	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7	7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12(a)
13. The failure of machinery, springs, etc., of engines	...	30	30	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	31	31	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	13
14. The failure of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	12	12	...	...	...	...	...	...	4	5	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
18. Ditto of couplings	...	11	11	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	14	14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
20. Broken rails	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	45	45	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	1	6	7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	...	7	7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
23. Fire in trains	...	10	10	...	...	...	...	...	...	...	6	6	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
24. Fire at stations, or involving injury to bridges or viaducts	...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
25. Other accidents	...	...	...	...	...	...	...	...	...	...	9	9	...	1	...	...	...	1	1	8	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	25
																			11	470	481	1*	3*	...	1	1	4	...	18	18	...	...	...	...	...	...	

	Barasat-Basirhat Light (2′ 6″).									Barsi Light (2′ 6″).									Bukhtiarpore-Bihar Light (2′ 6″).									
	Number.			Number of passengers and others.		Number of servants.		Total all classes.		Number.			Number of passengers and others.		Number of servants.		Total all classes.		Number.			Number of passengers and others.		Number of servants.		Total all classes.		
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number of headings.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
2. Ditto ditto and goods or mineral trains, engines and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
4. Ditto light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
5. Passenger trains or parts of passenger trains leaving the rails	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
9. Ditto over cattle on the line	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12(a)
13. The failure of machinery, springs, etc., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	13
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
25. Other accidents	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	25
Total all classes	1	1	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., reported during the TWELVE MONTHS ended the 31st December 1907, as having occurred on the several RAILWAYS open for TRAFFIC in INDIA, distinguishing the different CLASSES of ACCIDENTS and the number of PASSENGERS and OTHERS, and of RAILWAY SERVANTS KILLED or INJURED in each class of accident—*contd.*

SPECIAL GAUGES—*contd.*

	Cooch Behar (2′ 6″).									Cutch (2′ 6″).									Gaekwar's Dabhoi (2′ 6″).									Kalka-Simla (2′ 6″).									
	Number.			Number of passengers and others.		Number of servants.		Total all classes.		Number.			Number of passengers and others.		Number of servants.		Total all classes.		Number.			Number of passengers and others.		Number of servants.		Total all classes.		Number.			Number of passengers and others.		Number of servants.		Total all classes.		
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number of headings.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
5. Passenger trains or parts of passenger trains leaving the rails	2	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	1	2	3	...	...	...	...	...	...	5
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	2	3	...	...	...	...	...	...	6
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
9. Trains running over cattle on the line	...	11	11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	1	3	4	...	...	...	...	...	...	9
10. Ditto over obstructions on the line	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	2	5	...	...	...	...	...	...	10
11. Trains running through gates at level-crossing	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	12(a)
13. The failure of machinery, springs, etc., of engines	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	...	...	9	9	...	...	...	...	...	...	13
14. The failure of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	12	13	...	...	...	...	...	...	15
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	16
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
18. Ditto of couplings	...	6	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	15	16	...	...	...	...	...	...	20
21. The flooding of portions of permanent way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	22
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
24. Fire at stations, or involving injury to buildings or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	

	Number.			Number of passengers and others.		Number of servants.		Total all classes.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...
2. Ditto ditto and goods or mineral trains, engines and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...
4. Ditto light engines	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	1	1	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...
9. Ditto over cattle on the line	...	1	1	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	4	4	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	4	4	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	1	1	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	1	...	1	...	...	1	...	1	...
25. Other accidents	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	1	11	12	...	...	1	...	1	...

	Number.			Number of passengers and others.		Number of servants.		Total all classes.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...
2. Ditto ditto and goods or mineral trains, engines and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...
4. Ditto light engines	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	...	...	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...
9. Ditto over cattle on the line	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	2	2	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	...	2	2	...	...	...	...	...	...

	... (Delhi)-Saharanpur Light (2' 6").								
	Number.			Number of passengers and others.		Number of servants.		Total all classes.	
	Accidents reported to Local Government under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...
2. Ditto ditto and goods or mineral trains, engines and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...
4. Ditto light engines	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	1	...	1	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...
9. Ditto over cattle on the line	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	...	...	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	1	...	1	...	...	...	...	...	...

	Tarakeshwar-Magra Light (2' 6").									
	Number.			Number of passengers and others.		Number of servants.		Total all classes.		
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number of headings.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	1
2. Ditto ditto and goods or mineral trains, engines and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	2
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...	3
4. Ditto light engines	...	...	...	...	...	...	...	...	...	4
5. Passenger trains or parts of passenger trains leaving the rails	1	...	1	...	...	...	...	...	...	5
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	...	...	...	...	...	...	...	...	6
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	7
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	8
9. Ditto over cattle on the line	...	...	...	...	...	...	...	...	...	9
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...	10
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	11
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	12
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...	12(a)
13. The failure of machinery, springs, etc., of engines	...	...	...	...	...	...	...	...	...	13
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	14
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	15
16. Ditto of axles	...	...	...	...	...	...	...	...	...	16
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	17
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	18
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	19
20. Broken rails	...	...	...	...	...	...	...	...	...	20
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	21
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	22
23. Fire in trains	...	...	...	...	...	...	...	...	...	23
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	24
25. Other accidents	...	...	...	...	...	...	...	...	...	25
TOTAL ALL CLASSES	1	...	1	...	...	...	...	...	...	

ABSTRACT No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., reported during the TWELVE MONTHS ended the 31st December 1907, as having occurred on the several RAILWAYS open for TRAFFIC in INDIA, distinguishing the different CLASSES of ACCIDENTS and the number of PASSENGERS and OTHERS, and of RAILWAY SERVANTS KILLED or INJURED in each class of accident—*contd.*

SPECIAL GAUGES—*contd.*

	Trepore-Baltpara Light (2' 6").									Darjeeling-Himalayan (2' 0").									Gwalior Light (2' 0").									
	Number.			Number of passengers and others.		Number of servants.		Total all classes.		Number.			Number of passengers and others.		Number of servants.		Total all classes.		Number.			Number of passengers and others.		Number of servants.		Total all classes.		
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number of headings.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	..	...	..	...	...	...	...	...	...	...	..	...	...	...	...	...	...	1
2. Ditto ditto and goods or mineral trains, engines and vehicles standing foul of the line	...	...	...	...	...	...	..	...	...	...	...	...	..	...	...	...	...	...	...	1	1	..	...	...	...	...	...	2
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...	...	..	...	..	...	...	...	...	...	...	...	...	..	...	...	...	...	..	3
4. Ditto light engines	...	...	...	...	...	...	...	...	...	...	...	...	..	..	...	...	...	...	..	...	...	...	...	...	...	...	...	4
5. Passenger trains or parts of passenger trains leaving the rails	...	1	1	...	...	...	...	...	...	5	2	7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	...	...	...	...	...	...	...	...	..	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6
7. Trains or engines travelling in the wrong direction through points	...	...	...	..	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
9. Ditto over cattle on the line	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	9
10. Ditto over obstructions on the line	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	10
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12(a)
13. The failure of machinery, springs, etc., of engines	...	2	2	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	6	6	...	...	...	...	...	...	13
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	5	..	...	...	...	...	...	16
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	18
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	23
Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	24
Other accidents	...	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	2	2	...	...	...	...	...	...	25

	Bombay-Agra Light (2' 0").									Bombay-Sholapur Light (2' 0").									Jobbal (2' 0").									Matheran Light—(2' 0").									
	Number.			Number of passengers and others.		Number of servants.		Total all classes.		Number.			Number of passengers and others.		Number of servants.		Total all classes.		Number.			Number of passengers and others.		Number of servants.		Total all classes.		Number.			Number of passengers and others.		Number of servants.		Total all classes.		
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number of headings.
1. Collisions between passenger trains or parts of passenger trains	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
5. Passenger trains or parts of passenger trains leaving the rails	5	...	5	...	...	...	...	...	...	5	...	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	...	4	...	...	...	...	...	...	...	17	17	...	...	...	...	...	...	5
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	6	...	...	...	...	...	...	6
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7
9. Trains running over cattle on the line	...	7	7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	1*	...	...	...	1	...	1	1	...	...	...	...	...	...	10
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
13. The failure of machinery, springs, etc., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12(a)
14. The failure of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	...	3	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	13
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	16
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	22
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
25. Other accidents	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
Total all classes	6	7	13	...	...	...	...	...	...	5	...	5	...	...	...	...	...	...	10	...	10	...	1*	...	...	...	1	...	31	31	...	...	...	...	...	...	25

* Not a passenger.

ABSTR

ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., reported during the TWELVE MONTHS e distinguishing the different CLASSES of ACCIDENTS and the number of PASSENGERS

STANDARD GAUGE LINES.

	Previous year.			Twelve months ended the 31st December 1907. Number.			Number of passengers and others.		Number of servants.		Total all classes.		Previous year.			METRE Twelve mont Number.		
	Accidents reported to Local Governments under section 53 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 53 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 53 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 53 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.
1. Collisions between passenger trains or parts of passenger trains	2	6	8	4	8	12	15	16	6	6	21	22	3	...	3	2	2	[illegible]
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	19	15	34	46	20	66	31*	106†	21	30	52	136	17	11	28	9	18	27
3. Collisions between goods trains or parts of goods trains	12	58	70	13	82	95	3‡	1‡	...	13	3	14	8	13	21	2	24	26
4. Collisions between light engines	1	31	32	6	34	40	...	..	1	12	1	12	...	12	12	...	5	[illegible]
5. Passenger trains or parts of passenger trains leaving the rails	15	31	46	27	39	66	...	1	2	1	2	2	34	40	74	21	20	[illegible]
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	3	290	293	49	446	495	...	...	1	1	1	1	5	90	95	3	70	73
7. Trains or engines travelling in the wrong direction through points	4	65	70	29	45	74	..	..	2	11	2	11	7	77	84	2	103	105
8. Trains running into stations or sidings at too high a speed	3	15	18	6	18	24	..	..	...	...	...	...	1	9	10	...	9	[illegible]
9. Trains running over cattle on the line	1	1,756	1,757	5	2,292	2,297	1‡	‡1	...	1	1	2	5	1,837	1,842	8	1,855	1,8[illegible]
10. Trains running over obstructions on the line	10	90	100	33	92	125	4‡	‡13	..	4	4	17	7	69	76	10	82	[illegible]
11. Trains running through gates at level-crossings	...	15	15	..	24	24	..	...	...	...	..	...	..	20	20	1	17	[illegible]
12. The bursting of boilers of engines	..	...	...	...	...	...	...	..	..	...	...	...	...	...	...	...	...	[illegible]
12(a). The bursting of tubes, etc., of engines	.	231	231	1	252	253	..	...	...	...	...	...	...	57	57	1	59	[illegible]
13. The failure of machinery, springs, etc., of engines	...	489	489	4	647	651	..	...	..	2	...	2	..	246	246	...	210	[illegible]
14. The failure of tyres	...	..	...	1	5	6	...	...	...	...	...	...	..	5	5	..	3	
15. Ditto of wheels	...	15	15	..	4	4	...	...	...	...	..	..	...	1	1	..	1	
16. Ditto of axles	...	32	32	2	26	28	...	..	...	..	..	..	6	36	42	8	60	[illegible]
17. Ditto of brake apparatus	...	3	3	1	6	7	..	...	.	...	...	..	..	3	3	..	2	
18. Ditto of couplings	2	199	201	32	221	253	...	...	...	...	..	..	3	148	151	2	141	[illegible]
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	3	3	...	2	2	..	..	..	.	...	...	...	...	...	1	1	
20. Broken rails	...	67	67	2	165	167	...	...	...	...	...	...	..	63	63	...	102	[illegible]
21. The flooding of portions of permanent-way	9	54	63	3	47	50	...	...	..	...	...	..	22	100	124	24	56	
22. Slips in cuttings or embankments	3	43	46	6	34	40	...	..	...	...	...	..	5	21	26	1	20	
23. Fire in trains	3	97	100	8	144	152	...	...	...	...	...	..	...	52	52	2	78	
24. Fire at stations, or involving injury to bridges or viaducts	7	35	42	6	49	55	1‡	‡1	..	..	1	1	2	17	19	...	18	
25. Other accidents	21	467	488	31	525	556	1‡	§ 20	1	4	2	24	8	247	255	12	225	[illegible]
TOTAL FOR THE TWELVE MONTHS ENDED THE 31ST DECEMBER 1907	...	...	...	315	5,227	5,542	56	‖ ¶ 159	34	85	90	244	...	...	...	107	3,184	3
Previous year	...	..	...	115	4,108	4,223	*** 15	§§ 135	30	69	45	204	...		...	135	3,174	3
Mean mileage worked	16,471												12,292					
Number of servants employed	384,165												129,204					
Train-mileage of all descriptions	83,599,000												39,399,000					
Number of passengers carried	196,982,000												103,854,000					
Passenger-mileage	7,804,105,000												3,964,603,000					
Per mean mile open—																		
Train-mileage of all descriptions	5,076												3,205					
Number of passengers carried	11,959												8,449					
Passenger-mileage	473,809												322,535					
Total passengers—																		
Killed per million of passengers	0·228												...					
Injured per million of passengers	0·690												0·135					
Killed per million of passenger-miles	0·006												...					
Injured per million of passenger-miles	0·017												0·004					

* Of these, one was not a passenger.
† Of these, two were not passengers.
‡ Not (a) passenger (s).
§ Of these, five were not passengers.
*** Of these, eight were not passengers.
§§ Of these, nine were not passengers.
‖ Of these, eleven were not passengers.
¶ Of these, twenty-three were not passengers.
** Of these, six were not passengers.
†† Of these, seventeen were not passengers.
‡‡ Of these, twenty were not passengers.
§§§ Of these, three were not passengers.

31st December 1907, as having occurred on the several RAILWAYS open for TRAFFIC in INDIA, ...s, and of RAILWAY SERVANTS KILLED or INJURED in each class of accident.

Decem- Total all classes. Killed.	Decem- Total all classes. Injured.	SPECIAL GAUGE LINES. Previous year. Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Previous year. Other accidents.	Previous year. Total.	Twelve months ended the 31st December 1907. Number. Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Number. Other accidents.	Number. Total.	Number of passengers and others. Killed.	Number of passengers and others. Injured.	Number of servants. Killed.	Number of servants. Injured.	Total all classes. Killed.	Total all classes. Injured.	TOTAL ALL GAUGES. Previous year. Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Previous year. Other accidents.	Previous year. Total.	Twelve months ended the 31st December 1907. Number. Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Number. Other accidents.	Number. Total.	Number of passengers and others. Killed.	Number of passengers and others. Injured.	Number of servants. Killed.	Number of servants. Injured.	Total all classes. Killed.	Total all classes. Injured.	Number of headings.
..	4	...	..	...	1	..	1	...	...				..	5	6	11	7	10	17	15	19	6	7	21	26	1
...	5	4	...	4	...	1	1	...	..	..	..	..	.	40	26	66	55	39	94	31*	106†	21	35	52	141	2
..	1	..	...	...	...	...		...	...	...		...	..	20	71	91	15	106	121	3‡	1‡	..	14	3	15	3
...	..	...	...	..	...		..	..	..	...		...	...	1	43	44	6	39	45		...	1	12	1	12	4
1	9	25	8	33	25	25	50	..	..			...	.	74	79	153	3	84	157		4	3	7	3	11	5
1	1	1	5	6	1	10	11	...		..	...	...	...	9	385	394	53	526	579	..	...	2	2	2	2	6
1	8	...	...	...	...	..	...			..				11	143	154	31	151	182	1‡	6‡	2	13	3	19	7
...	..	.	...	...	...	...	..	...	...	.		...	.	4	24	28	6	27	33	...	...					8
1	6	...	39	39	2	28	30	..	...					6	3,632	3,638	15	4,175	4,190	1‡	2‡	1	6	2	8	9
3	11	1	3	4	4	6	10		1‡			..	1	18	162	180	47	180	227	7‡	‡‡ 22		7	7	29	10
1	4	...	...	...	...	..	...	...	...	...	...			...	35	35	1	41	42	1‡	4‡	..	..	1	4	11
...	...	...	...	...	...		...	...	...	..		...		...	...		...	...	...	...	...			..	..	12
..	2	...	...	..	1	2	3	.	...	...	...	...			288	288	3	313	316	...		...	2		2	12
..	...	...	21	21	3	34	37	...	...	...			..	...	756	756	7	891	898	..		...	2	..	2	(a) 13
..	...	...	...	...	...	...	...	...	...	...	..	..	...	...	5	5	1	8	9	..	...			...		14
..	...	...	...	...	2	12	14	...	...	..	..	...			16	16	2	17	19	...	...	...	...	...	...	15
..	..	...	3	3	...	7	7	..	..	..	...	..		6	71	77	10	93	103	...	...		.		..	16
..	..	1	...	1	..	...		...	...	..	...		...	1	6	7	1	8	9		.	...		...	..	17
..	...	1	6	7	...	13	13	...	...		...		..	6	353	359	34	375	409	.	...	...	...	.	..	18
..	...	...	...	..	...	...	...	...	..	..	...	...	..	...	3	3	1	3	4	...	...	...	...	...	..	19
		1	...	1	1	15	16	...	...		...	...	...	1	130	131	3	282	285	.	..	...		...	..	20
..	...	3	4	7	...	1	1	.	...	..	...	...		26	158	184	25	104	129	...	...			..		21
..	..	2	...	2	...	5	5	...	...	...	..	...	..	10	64	74	7	59	66	.	...	.	...		..	22
	3	...	1	1	...	2	2		..	...	...	...	.	3	150	153	10	224	234	...	2	...	1	..	3	23
..	...	1	...	1	1	1	2	...	.	1	...	1	.	10	52	62	7	68	75	1‡	‡	1	..	2	1	24
	6	2	7	9	3	5	8	..	..		6	..	6	31	721	752	46	755	801	1‡	24	3	12	4	36	25
	60	...	...	...	44	167	211		1‡	1	6	1	7	...	...		466	8,578	9,044	¶¶ 61	‖‖ 191	40	120	101	311	
	120	...	...	..	42	97	139	...	12†	2	19	2	31	...	...	..	292	7,379	7,671	20‖	††† 216	39	148	59	36	

805	29,568
3,387	516,756
1,788,000	124,786,000
5,054,000	305,890,000
71,941,000	11,840,649,000
2,221	4,220
6,278	10,345
89,368	400,455
...	0·147
..	0·490
...	0·004
...	0·013

¶¶ Of these, sixteen were not passengers.
‖‖ Of these, forty-one were not passengers.
††† Of these, twenty-two were not passengers.

ABSTRACT No. 5.

PROPORTION of PASSENGERS KILLED and INJURED on the SEVERAL RAILWAYS open for TRAFFIC in INDIA from causes beyond their own control in PASSENGER JOURNEYS for the years 1892 to 1907.

YEAR.	NUMBER OF PASSENGERS KILLED AND INJURED FROM CAUSES BEYOND THEIR OWN CONTROL FROM ACCIDENTS TO TRAINS.		Number of passenger journeys (inclusive of journeys by season ticket-holders).	PROPORTION RETURNED AS KILLED AND INJURED (FROM CAUSES BEYOND THEIR OWN CONTROL) TO NUMBER CARRIED.	
	Killed.	Injured.		Killed.	Injured.
1892	8	42	127,230,914	1 in 15,903,864	1 in 3,029,[illegible]
1893	51	84	135,262,950	1 in 2,652,215	1 in 1,610,[illegible]
1894	1	85	145,462,546	1 in 145,462,546	1 in 1,711,[illegible]
1895	8	37	151,723,981	1 in 18,965,498	1 in 4,100,[illegible]
1896	24	93	159,162,589	1 in 6,631,775	1 in 1,711,[illegible]
1897	22	128	150,618,092	1 in 6,846,277	1 in 1,176,[illegible]
1898	6	66	150,567,899	1 in 25,094,649	1 in 2,281,[illegible]
1899	8	89	169,542,715	1 in 23,220,388	1 in 1,890,[illegible]
1900	14	85	175,667,916	1 in 12,547,707	1 in 2,066,[illegible]
1901	3	47	177,852,204	1 in 59,284,068	1 in 3,784,[illegible]
1902	127	184	189,056,511	1 in 1,488,634	1 in 1,027,[illegible]
1903	...	116	210,231,000	1 in 4,204,620	1 in 1,814,[illegible]
1904	11	83	227,097,000	1 in 20,645,182	1 in 2,736,[illegible]
1905	3	140	248,157,000	1 in 82,719,000	1 in 1,774,[illegible]
1906	9	194	271,063,000	1 in 30,118,111	1 in 1,397,[illegible]
1907	45	150	305,890,500	1 in 6,797,567	1 in 2,039,[illegible]

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WHOLESALE AND RETAIL PRICES IN THE SECOND HALF OF JUNE 1908 OF

RICE
WHEAT AND FLOUR
BARLEY
JAWAR
BAJRA
RAGI
KANGNI

MAIZE
GRAM AND PULSE
LINSEED
MUSTARD AND RAPESEED
SESAMUM (*Til* or *jinjili*)
GHI
SUGAR, RAW.

SALT
TOBACCO
TURMERIC
GRASS AND STRAW
JAWAR STALKS
SHEEP AND BULLOCKS

GOVERNMENT OF INDIA

DEPARTMENT OF COMMERCE AND INDUSTRY

WHOLESALE PRICES FOR THE SECOND HALF OF JUNE

Districts	Rice, unhusked		Rice, husked		Wheat		Flour (wheat)		Barley		Jawar	
	1908	1907	1908	1907	1908	1907	1908	1907	1908	1907	1908	1907
Burma*—												
Tenasserim—												
Mergui	...	...	47·41	44·44	...	...	...	...	...	...	...	...
Tavoy	...	...	34·59	36·16	...	...	...	...	...	...	...	...
Moulmein and Amherst	...	...	41·03	39·02	55·65	55·65	...	...	...	...	...	...
Pegu (deltaic)—												
Rangoon	...	...	27·83	25	43·24	28·57	...	...	...	...	35·16	...
Maubin	...	...	45·07	36·57	...	...	...	...	...	...	...	...
Bassein	...	...	44·14	41·44	...	...	...	...	...	...	...	...
Pegu (inland)—												
Henzada	...	...	41·14	38·32	...	...	...	...	...	...	...	...
Toungoo	...	...	...	...	...	...	...	...	...	...	...	...
Upper Burma—												
Mandalay	...	...	45·07	42·67	55·65	42·95	...	...	...	...	...	...
Pakôkku	...	...	42·38	36·78	...	...	...	...	...	...	37·43	...
Arakan—												
Akyab	...	...	...	...	...	...	...	...	...	...	...	...
Eastern Bengal and Assam*—												
Eastern—												
Chittagong	...	...	45	45	...	...	...	...	...	...	...	...
Dacca	...	...	52·5	51·25	45	45	...	...	25	35	...	...
Central—												
Pabna	...	...	51·25	61·25	...	...	...	...	...	...	...	...
Northern—												
Rangpur	...	...	52·5	55	55	46·25	...	...	...	...	...	...
Brahmaputra—												
Goálpára	26·25	33·12	50	57·5	...	...	...	...	...	...	...	...
Gauhati	27·5	33·75	42·5	50	...	...	...	...	...	...	...	...
Bengal*—												
Deltaic—												
Midnapur	...	...	60·62	55	...	...	...	...	...	...	...	...
Calcutta	...	...	62·5	62·5	48·75	38·75	...	...	35	27·5	...	...
Central—												
Bardwan	...	...	62·5	55·94	...	...	...	...	...	...	...	...
Orissa—												
Cuttack	...	...	53·33	43·59	50·78	33·75	...	...	...	...	...	...
Bihár, south—												
Patna	...	...	55	47·5	45	33·75	...	...	31·25	27·5	48·75	26·87
Bihár, north—												
Bhágalpur	...	...	...	52·81	45	37·03	...	...	31·56	28·12	...	...
Muzaffarpur	...	...	...	57·19	46·56	36·25	...	...	30·78	28·59	...	...
United Provinces—												
(a) AGRA—												
Eastern—												
Benares	29·37	28·23	56·11	52·4	45·83	36·09	57·55	44·43	32·86	26·25	...	...
Central—												
Cawnpore	38·07	26·67	48·19	44·43	45·73	33·33	51·61	38·07	33·33	25	36·35	23·23
Jhánsi	...	...	66·72	57·19	48·44	34·06	...	...	35·62	20·16	38·75	21·25
Western—												
Meerut	...	...	57·19	55	42·03	30·78	48·44	36·41	32·03	22·19	44·37	...
Agra	50	30·21	80	74·43	47·03	34·01	55·05	41·04	32·66	23·23	38·54	23·91
Submontane, west—												
Shahjahánpur	...	27·5	...	...	43·23	35·52	...	...	35·57	21·87	...	28·12
(b) OUDH—												
Southern—												
Lucknow	...	25	50	45	46·41	35·52	57·13	45	34·79	25	40	25
Northern—												
Fyzabad	33·33	32·03	72·5	50·22	46·87	34·84	...	...	32·81	25·59	...	26·67

* The figures under "Rice, husked" represent the prices of common rice

(The figures state prices in rupees per ten maunds)

Bajra		Ragi		Maize		Gram		Arhar dál		Linseed		Districts
1908	1907	1908	1907	1908	1907	1908	1907	1908	1907	1908	1907	
												Burma—
												Tenasserim—
...	...	...	...	...	...	...	...	...	...	...	...	Mergui
...	...	...	...	...	...	...	...	...	...	...	...	Tavoy
...	...	...	...	...	...	40·76	40·76	50	50	...	...	Moulmein and Amherst
												Pegu (deltaic)—
...	...	...	...	...	...	29·09	22·86	38·1	28·07	...	...	Rangoon
...	...	...	...	...	...	...	...	...	...	...	...	Maubin
...	...	...	...	...	...	43·84	37·65	...	...	...	...	Bassein
												Pegu (inland)—
...	...	...	...	...	...	53·78	42·11	46·72	46·72	...	...	Henzada
...	...	...	...	...	...	...	...	...	...	...	...	Toungoo
												Upper Burma—
...	...	...	...	26·23	...	45·71	31·84	60·38	50·79	...	...	Mandalay
...	...	...	...	...	...	28·96	35·36	...	...	...	...	Pakôkku
												Arakan—
...	...	...	...	...	...	62·75	46·38	72·73	66·67	...	...	Akyab
												Eastern Bengal and Assam—
												Eastern—
...	...	...	...	...	...	47·5	40	63·75	60	...	...	Chittagong
...	...	...	...	...	...	45	40	...	55	...	...	Dacca
												Central—
...	...	...	...	...	...	40	38·75	...	...	51·25	50	Pabna
												Northern—
...	...	...	...	...	...	61·87	36·87	61·87	56·87	...	...	Rangpur
												Brahmaputra—
...	...	...	...	...	...	...	...	...	...	...	...	Goálpára
...	...	...	...	...	...	...	...	...	...	...	...	Gauhati
												Bengal—
												Deltaic—
...	...	...	...	...	...	47·5 to 50	31·25 to 35	57·5	50	51·25	48·75	Midnapur
...	...	...	...	40	...	45	30	55	52·5	57·5	57·5	Calcutta
												Central—
...	...	...	...	...	...	45	31·25	60	50	...	...	Bardwan
												Orissa—
...	...	...	...	...	...	43·49	31·87	37·92	31·87	...	...	Cuttack
												Bihár, south—
...	...	...	...	...	31·25	37·5	27·5	46·25	45	56·25	53·75	Patna
												Bihár, north—
...	...	...	...	31·56	33·28	42·19	33·28	52·5	48·44	56·56	53·12	Bhágalpur
...	...	...	...	39·06	33·28	40	33·28	46·56	50	...	...	Muzaffarpur
												United Provinces—
												(a) Agra—
												Eastern—
...	26·25	...	...	...	...	39·63	26·87	50·57	41·93	52·4	48·91	Benares
												Central—
36·35	23·54	...	...	...	...	42·08	24·22	48·49	35·57	55·16	51·61	Cawnpore
...	19·69	...	...	...	...	44·37	24·69	...	...	...	44·37	Jhánsi
												Western—
44·37	...	...	...	...	...	40·94	24·37	57·03	...	...	...	Meerut
50	25·78	...	...	...	...	42·08	25·42	55·36	43·23	66·67	66·67	Agra
												Submontane, west—
...	...	...	...	...	...	...	30	...	...	...	...	Shahjahánpur
												(b) Oudh—
												Southern—
40	25	...	...	40	27·6	43·23	27·6	...	...	50	45	Lucknow
												Northern—
...	...	...	...	...	...	44·37	28·07	...	...	...	...	Fyzabad

WHOLESALE PRICES FOR THE SECOND HALF OF JUNE—*continued*

Districts	Mustard and rapeseed		Sesamum (*Til* or *jinjili*)		Ghi		Sugar, raw (*Gúr*)		Salt		Tobacco leaf	
	1908	1907	1908	1907	1908	1907	1908	1907	1908	1907	1908	1907
Burma—												
Tenasserim—												
Mergui	...	...	...	...	...	...	...	...	21·92	13·56	...	...
Tavoy	...	...	...	...	...	...	...	...	20·51	20·51	...	...
Moulmein and Amherst	...	...	...	...	...	...	...	...	18·77	18·77	...	...
Pegu (deltaic)—												
Rangoon	...	...	...	...	...	...	...	...	18·6	18·6	...	...
Maubin	...	...	...	...	...	...	...	...	22·46	22·46	...	...
Bassein	...	...	...	...	...	...	...	...	22·61	22·61	...	...
Pegu (inland)—												
Henzada	...	...	...	...	...	...	...	...	28·19	24·81	...	...
Toungoo	...	...	...	...	...	...	...	...	24·62	24·62	...	...
Upper Burma—												
Mandalay	...	...	...	...	...	...	...	...	24·52	22·7	...	...
Pakôkku	...	...	...	...	...	...	...	...	22·61	22·61	...	...
Arakan—												
Akyab	...	...	...	...	...	...	...	...	28·57	25	...	...
Eastern Bengal and Assam—												
Eastern—												
Chittagong	75	70	...	...	420	475	45	50	17·5	17·5	50	40
Dacca	...	...	...	...	420	470	60	60	20	21·25	80	65
Central—												
Pabna	60	65	...	...	620	637·5	42·5	43·12	20	21·87	100	80
Northern—												
Rangpur	61·87	65	...	...	500	470	53·12	53·75	22·5	27·5	90	52·5
Brahmaputra—												
Goálpára	58·75	57·5	...	...	...	...	75	60	...	...	...	...
Gauhati	61·25	57·5	...	...	...	...	60	60	...	...	...	...
Bengal—												
Deltaic—												
Midnapur	68·75 and 71·25	60 and 65	...	...	370 to 390	460	50 to 53·75	45 to 50	17·5	17·5	97·5 and 117·5	90 and 102·5
Calcutta	70	57·5	70	55	439	460	55	47·5	19·37	18·12	80	80
Central—												
Bardwan	70	70	...	...	390	470	50	50	17·5	18·75	...	...
Orissa—												
Cuttack	68·12	60·94	65	60	475·62	419·06	52·34	35	14·37	15	62·5	60·94
Bihár, south—												
Patna	70	60	70	65	375 to 390	400	47·5 to 57·5	33·75	20	22·5	20 to 40	20
Bihár, north—												
Bhágalpur	63·12 and 64·37	55·47 and 59·53	...	...	440	450·62	48·12	40	19·22	20·31	110	70
Muzaffarpur	...	...	...	...	355·62	426·25	36·25	36·25	20·94	24·22	160	160
United Provinces—												
(*a*) Agra—												
Eastern—												
Benares	58·7	52·4	77·24	61·61	411·67	442·34	55·88	47·34	...	...	...	...
Central—												
Cawnpore	62·76	57·13	80	...	355·52	457·13	57·13	44·43	...	...	80	80
Jhánsi	...	55·16	...	...	320	420	69·53	57·19	...	...	...	...
Western—												
Meerut	...	59·37	...	...	400	492·5	...	...	...	...	...	...
Agra	72·71	59·27	...	...	345·68	457·13	64·01	55·16	...	...	130	100
Submontane, west—												
Shahjahánpur	...	...	...	...	400	410	...	...	...	...	...	...
(*b*) Oudh—												
Southern—												
Lucknow	69·37	65	...	...	370	450	55	50	...	...	...	70
Northern—												
Fyzabad	...	...	...	...	390	425	45	45	...	...	...	...

The figures state prices in rupees per ten maunds)

Turmeric		Grass		Straw		Jawar stalks		Sheep, per score		Plough bullocks, per pair		Districts
1908	1907	1908	1907	1908	1907	1908	1907	1908	1907	1908	1907	
												Burma—
...	...	...	...	...	...	...	...	...	...	...	...	*Tenasserim—* Mergui
...	...	...	...	...	...	...	...	...	...	...	...	Tavoy
...	...	...	...	...	...	...	...	...	...	...	...	Moulmein and Amherst
...	...	...	...	...	...	...	...	...	...	...	...	*Pegu (deltaic)—* Rangoon
...	...	...	...	...	...	...	...	...	...	...	...	Maubin
...	...	...	...	...	...	...	...	...	...	...	...	Bassein
...	...	...	...	...	...	...	...	...	...	...	...	*Pegu (inland)—* Henzada
...	...	...	...	...	...	...	...	...	...	...	...	Toungoo
...	...	...	...	...	...	...	...	...	...	...	...	*Upper Burma—* Mandalay
...	...	...	...	...	...	...	...	...	...	...	...	Pakôkku
...	...	...	...	...	...	...	...	...	...	...	...	*Arakan—* Akyab
												Eastern Bengal and Assam—
...	...	...	...	...	...	...	...	...	...	...	...	*Eastern—* Chittagong
...	...	...	...	...	...	...	...	...	...	...	...	Dacca
...	...	...	...	8·75	13·75	...	...	...	...	...	...	*Central—* Pabna
...	...	3·75	2·5	10	8·75	...	...	...	...	...	...	*Northern—* Rangpur
...	...	...	...	...	...	...	...	...	...	...	...	*Brahmaputra—* Goálpára
...	...	...	...	...	...	...	...	...	...	...	...	Gauhati
												Bengal—
...	...	...	...	3·12	4·37	...	...	...	...	...	...	*Deltaic—* Midnapur
...	...	15	12·5	10	12·5	...	...	...	...	...	...	Calcutta
...	...	...	...	5	6·25	...	...	...	...	...	...	*Central—* Bardwan
...	...	5	4·69	5·62	5·62	...	...	...	...	...	...	*Orissa—* Cuttack
...	...	5	2·5	...	5	...	...	...	...	...	...	*Bihár, south—* Patna
...	...	...	...	...	...	...	...	...	...	...	...	*Bihár, north—* Bhágalpur
...	...	...	...	...	...	...	...	...	...	...	...	Muzaffarpur
												United Provinces—
												(a) Agra—
...	...	...	...	...	...	...	...	...	...	...	...	*Eastern—* Benares
95	105	...	...	...	...	...	...	70	70	...	...	*Central—* Cawnpore
...	...	...	...	...	...	...	...	...	...	...	...	Jhánsi
...	...	...	...	...	...	...	...	60	60	...	...	*Western—* Meerut
102·5	115	6·67	...	10	8·75	...	...	...	...	80	70 to 80	Agra
110 and 120	120 and 130	...	...	...	...	...	...	60 and 65	60 and 65	40 and 60	40 and 60	*Submontane, west—* Shahjahánpur
												(b) Oudh—
...	...	7·5	7·5	...	...	...	...	40	40	...	...	*Southern—* Lucknow
...	...	...	...	...	...	...	...	...	...	35	35	*Northern—* Fyzabad

WHOLESALE PRICES FOR THE SECOND HALF OF JUNE—*continued*

Districts	Rice, unhusked		Rice, husked		Wheat		Flour (wheat)		Barley		Jawar	
	1908	1907	1908	1907	1908	1907	1908	1907	1908	1907	1908	1907
Rajputana—												
Eastern—												
Ajmer	30·78	30·78	...	...	47·03	38·18	...	...	35·52	25·83	39·06	23·49
Panjab—												
Southern—												
Ferozpur	36·25	23·12	66·72	40	40	25	50·	33·12	30·78	17·34	...	...
Central—												
Lahore	40	26·67	72·03	53·33	36·35	25	40	30·78	27·6	18·18	40	21·04
South-eastern—												
Delhi	40	28·59	50	50	44·43	33·33	45·73	37·81	30·78	21·09	40	21·04
Submontane—												
Amritsar	41·04	31·35	66·67	55·16	37·5	24·22	41·04	28·59	...	...	...	...
Northern—												
Rawalpindi	40	20	100	60·1	40	23·59	44·43	27·81	30	17·5	45·73	16·25
Western—												
Multan	34·84	26·25	...	...	40	29·06	...	...	...	19·53	...	...
Sind and Baluchistan—												
Karáchi	...	...	...	50	41·87	33·75	...	...	32·5	26·25	35·47	21·25
Shikárpur	...	...	71·56	48·12	40·78	28·91	...	...	32·5	21·87	35	16·87
Quetta	...	...	...	...	45 to 46·25	31·87 to 33·12	77·5	57·19	35	22·19	33·75	21·87
Bombay—												
Deccan and Karnátak—												
Dharwar	...	...	42·92	...	...	36·3	...	...	...	...	29·27	25·94
Sholapur	...	...	...	42·66	48·8	...	...	...	...	...	29·84	24·01
Poona	...	...	58·49	50·36	54·06	...	...	...	...	...	...	28·38
Khandesh and N.-E. Deccan—												
Ahmadnagar	...	...	...	49·84	54·01	...	...	...	...	...	31·51	...
Dhulia	...	...	...	...	...	43·12	...	...	...	...	...	...
Gujarat—												
Surat	47·86	...	...	69·74	58·38	45·42	...	...	...	...	41·82	32·45
Ahmadabad	...	...	62·5	50	43·33	35·94	...	...	30	26·25	34·79	26·67
Central Provinces—*												
Western—												
Nagpur	...	...	50	42·25	50	34·75	61·5	39·25	...	...	36·87	30·37
Central—												
Jubbulpore	...	...	50	38	50	30·75	59·25	38	...	...	...	...
Eastern—												
Raipur	...	...	51	36	48	27·5	54	32	...	...	...	...
Berar—												
Akola	...	...	53	47·25	51·5	39·62	...	...	...	...	29·12	25·5
Amráoti	...	...	55·12	44	52·12	34	55	43	...	...	33·62	25
Madras—												
South, central—												
Coimbatore	...	...	...	...	...	...	...	...	...	...	30·8	32·9
Salem	...	...	...	...	...	...	...	...	...	...	...	...
Central—												
Bellary	...	...	...	...	...	...	...	...	...	...	32·4	27·2
Cuddapah	34·4	31·7	...	...	...	...	...	...	...	...	34·8	29·3
Karnul	...	...	...	...	...	...	...	...	...	...	...	...
East Coast, central—												
Nellore	...	...	...	...	...	...	...	...	...	...	...	...
East Coast, south—												
Madras	34·9	30·1	54·9	51·9	...	...	...	...	...	...	...	...
Tanjore	33·9	32·2	56·8	55·6	...	...	...	...	...	...	...	...
Trichinopoly	...	...	...	...	...	...	...	...	...	...	...	...
Southern—												
Madura	...	...	...	...	...	...	...	...	...	...	28·2	20
Mysore—												
Mysore	29·04	29	49·37	49·5	48·98	47·01	64·27	61·67	...	...	25·6	25
Bangalore	24	21	64	54	58	48	67·76	59·69	...	...	66	...

* The figures under "Rice, husked" represent the prices of cleaned rice

(The figures state prices in rupees per ten maunds)

Bajra		Ragi		Maize		Gram		Arhar dál		Linseed		Districts
1908	1907	1908	1907	1908	1907	1908	1907	1908	1907	1908	1907	
												Rajputana—
43·28	24·22	...	...	40·47	23·49	42·19	27·55	...	...	66·67	61·56	*Eastern—* Ajmer
												Panjab—
...	...	...	...	...	...	36·72	22·19	...	...	...	...	*Southern—* Ferozpur
38·07	20	...	...	39·06	21·04	39·01	19·37	57·13	57·13	57·13	59·27	*Central—* Lahore
42·19	25	...	...	34·79	25	40	22·86	66·67	44·37	64·01	64·01	*South-eastern—* Delhi
...	...	...	...	...	...	40	21·04	...	...	...	...	*Submontane—* Amritsar
35·52	16·09	...	...	31·98	18·96	40	22·81	80	80	50	50	*Northern—* Ráwalpindi
35·62	19·53	...	...	35·62	...	33·12	...	...	...	...	...	*Western—* Multan
												Sind and Baluchistan—
35·37	25·94	...	...	...	...	41·15	26·87	61·25	...	...	...	Karáchi
36·56	18·75	...	...	...	...	40	...	...	...	...	...	Shikárpur
...	...	...	...	35	21·25	...	...	70	56·25	...	...	Quetta
												Bombay—
...	...	...	...	...	...	...	...	...	...	...	...	*Deccan and Karnátak—* Dharwar
...	22·45	...	...	...	...	...	31·61	...	...	55·68	50·42	Sholapur
37·6	28·7	...	...	...	...	...	...	...	...	...	...	Poona
35·31	...	...	...	...	...	...	31·82	...	...	...	...	*Khandesh and N.-E. Deccan—* Ahmadnagar
37·22	27·55	...	...	...	...	...	...	...	...	...	...	Dhulia
43·23	30·26	...	...	...	...	...	38·91	...	60·52	...	...	*Gujarat—* Surat
43·23	27·6	...	...	...	...	38·12	25·83	60	50	...	...	Ahmadabad
												Central Provinces—
...	...	...	...	...	...	46·25	33·62	55·12	53	66·12	65	*Western—* Nagpur
...	...	...	...	...	...	41·12	26·62	57·12	47	53·37	47	*Central—* Jubbulpore
...	...	...	...	...	...	42	30	55	42	...	...	*Eastern—* Raipur
												Berar—
...	...	...	...	...	...	46·12	34	58·25	50	...	57·75	Akola
...	...	...	...	...	...	48·75	32·5	52·37	53	75·5	62	Amráoti
												Madras—
34·2	36·6	...	...	...	...	51·6	51·5	...	...	...	...	*South, central—* Coimbatore
...	...	30·7	25·2	...	...	...	...	36·3	28·2	...	...	Salem
...	...	...	...	...	...	46	41·1	35·3	27·3	...	...	*Central—* Bellary
36·2	...	...	...	...	...	...	...	...	...	...	...	Cuddapah
...	...	...	...	...	...	...	...	...	...	...	...	Karnul
...	...	31·3	29	...	...	...	...	34·9	28·9	...	...	*East Coast, central—* Nellore
...	...	...	...	...	...	49·6	34·7	...	...	...	...	*East Coast, south—* Madras
...	...	...	...	...	...	...	...	...	...	...	...	Tanjore
...	...	28·3	31·3	...	...	...	...	...	...	...	...	Trichinopoly
34·3	34·3	...	...	...	...	...	...	39·9	34·4	...	...	*Southern—* Madura
												Mysore—
...	...	27·43	25	...	...	20·01	25	58·85	60	...	...	Mysore
...	...	29·5	27·5	...	...	29·5	30	64	56	...	...	Bangalore

WHOLESALE PRICES FOR THE SECOND HALF OF JUNE—*concluded*

Districts	Mustard and rapeseed		Sesamum (*Til* or *Jinjili*)		Ghi		Sugar, raw (*Gur*)		Salt		Tobacco leaf	
	1908	1907	1908	1907	1908	1907	1908	1907	1908	1907	1908	1907
Rajputana—												
Eastern—												
Ajmer	...	...	93·75	84·17	365·62	492·29	65·16	61·56	...	...	...	...
Panjab—												
Southern—												
Ferozpur	...	...	...	...	400	450	50	44·37	...	...	100	80
Central—												
Lahore	61·56	53·33	84·22	80	426·67	426·67	57·13	53·33	...	...	80	66·67
South-eastern—												
Delhi	66·67	59·22	88·91	72·71	426·67	510	53·33	53·33	...	...	94·11	88·91
Submontane—												
Amritsar	...	64·01	77·5	80	425	...	51·61	50	...	...	...	...
Northern—												
Ráwalpindi	61·56	50	84·06	66·56	400	410	50	50	...	...	...	...
Western—												
Multan	66·72	63·28	97·4	84·22	...	...	...	...	...	...	...	...
Sind and Baluchistan—												
Karáchi	...	...	90	...	430	410	...	...	...	...	...	...
Shikárpur	55	55·62	...	...	388·12	430	51·56	53·44	...	...	...	...
Quetta	...	...	...	...	430 to 480	405 to 430	...	...	...	...	...	...
Bombay—												
Deccan and Karnatak—												
Dharwar	...	...	...	...	...	...	...	...	...	...	...	...
Sholapur	...	...	...	...	...	...	64·84	...	...	...	...	...
Poona	...	...	...	...	407·13	...	65·78	66·67	...	...	119·32	87·71
Khandesh and N.-E. Deccan—												
Ahmadnagar	...	...	...	...	...	...	...	...	...	...	...	...
Dhulia	...	...	...	...	...	...	...	...	...	...	...	...
Gujarat—												
Surat	...	...	...	...	410·83	486·51	...	55·42	...	...	...	91·87
Ahmadabad	...	...	...	...	420	410	72·5	...	...	...	...	...
Central Provinces—												
Western—												
Nagpur	...	...	86·62	89·75	466·62	533·25	...	...	21·62	22·5	83·25	116·62
Central—												
Jubbulpore	...	...	66·62	64	360	415	...	...	23·5	29·62	114·25	94
Eastern—												
Raipur	...	...	...	...	370	420	...	...	20	21·5	130	100
Berar—												
Akola	...	...	...	83·25	433·25	495·25	...	...	18·37	18·87	80·37	142·75
Amráoti	...	...	91	76	420	440	...	...	20	19	180	120
Madras—												
South, central—												
Coimbatore	...	...	...	77·6	487·9	457·3	50·6	64	...	...	...	...
Salem	...	...	...	...	385·3	368·1	...	...	...	...	111·4	119·9
Central—												
Bellary	...	...	92·8	58	380·9	476·2	47·7	47·6	...	...	...	...
Cuddapah	...	...	...	...	394·8	427·7	...	...	...	...	...	...
Karnul	...	...	...	...	...	...	...	...	...	...	74·1	74·1
East Coast, central—												
Nellore	...	...	...	...	...	...	...	...	...	...	...	...
East Coast, south—												
Madras	...	...	74	69·1	428	460·8	54·4	44·4	...	...	82·3	82·3
Tanjore	...	...	...	...	...	...	...	...	...	...	...	...
Trichinopoly	...	...	...	...	...	...	...	...	...	...	92·6	79·7
Southern—												
Madura	...	...	72·5	84·2	...	...	...	...	...	...	106·8	106·8
Mysore—												
Mysore	...	...	103·44	70	462·86	428·54	68·54	40·73	...	...	205·68*	205·68*
Bangalore	...	...	78	57	462·81	480	60	55·68	...	...	214·27*	205·68*

* Includes octroi duty amounting to Rs. 103 per 10 maunds

(The figures state prices in rupees per ten maunds)

Turmeric		Grass		Straw		Jawar stalks		Sheep, per score		Plough bullocks, per pair		Districts
1908	1907	1908	1907	1908	1907	1908	1907	1908	1907	1908	1907	
												Rajputana—
												Eastern—
...	...	12·29	8·38	5·31	5·31	7·66	5·68	127·5	130	85	85	Ajmer
												Panjab—
												Southern—
...	...	6·72	3·28	10	4·06	...	...	60	60	90	90	Ferozpur
												Central—
133·33	145·47	14·27	13·33	9·43	5·83	...	...	170	150	200	100	Lahore
												South-eastern—
100	133·33	11·41	6·67	14·79	4·43	11·41	6·67	80	80	150	140	Delhi
												Submontane—
107·5	105	...	...	8·02	4·43	...	...	125	130	...	...	Amritsar
												Northern—
133·33	100	20	10	11·41	6·56	20	6·67	90	90	70	70	Ráwalpindi
												Western—
...	...	...	...	...	...	...	...	...	...	...	...	Multan
												Sind and Baluchistan—
...	...	...	...	...	...	...	...	150	...	...	...	Karáchi
...	...	...	...	...	...	...	...	...	...	...	...	Shikárpur
...	...	...	...	8·75*	6·25*	...		160 to 300	100 to 200	...	...	Quetta
												Bombay—
												Deccan and Karnátak—
...	...	...	...	...	...	...	...	...	...	...	...	Dharwar
...	...	...	...	...	...	...	...	...	...	...	...	Sholapur
...	...	...	...	...	...	...	...	...	...	...	...	Poona
												Khandesh and N.-E. Deccan—
...	...	...	...	...	...	...	...	...	...	...	...	Ahmadnagar
...	...	...	...	...	...	...	...	...	...	...	...	Dhulia
												Gujarat—
...	...	...	...	...	...	...	7·92	...	...	...	...	Surat
...	...	...	...	...	...	...	...	...	...	...	...	Ahmadabad
												Central Provinces—
												Western—
100	120	12·5	12·5	...	...	...	14·62	50	50	100	100	Nagpur
												Central—
100	106·62	10	5	...	...	...	...	55	55	70	50	Jubbulpore
												Eastern—
80	100	...	...	...	...	...	...	...	...	40	40	Raipur
												Berar—
88	123·75	10·37	...	...		13	19·25	52	60	60	75	Akola
130	128	10	15	15	...	...	25	55	55	70	80	Amráoti
												Madras—
												South, central—
70·4	96	...	...	...	...	3·2	4	...	...	...	50	Coimbatore
59·2	96	...	...	6·4	10·3	...	...	75†	75†	...	...	Salem
												Central—
...	...	...	...	...	...	10·3	6·9	80†	80†	100	100	Bellary
52·7	69·1	...	...	...	...	...	...	...	...	...	...	Cuddapah
49·4	74	...	...	...	...	...	...	...	...	...	...	Karnul
												East Coast, central—
...	...	...	...	2·9	2·9	...	...	...	...	...	...	Nellore
												East Coast, south—
59·3	69·1	...	...	...	...	...	...	61·25†	60·63†	...	...	Madras
...	...	...	...	...	...	...	...	90†	85†	...	...	Tanjore
...	...	...	...	...	...	...	...	...	...	...	...	Trichinopoly
												Southern—
...	...	...	...	5·4	5·4	...	...	...	...	40	40	Madura
												Mysore—
102·86	102·81	15·88	10·68	9·74	8·54	7·24	6·25	90	100	100	70	Mysore
120	111·41	4·74	6·61	7·34	5·88	...	...	160	160	120 to 150	120 to 150	Bangalore

* Bhusa † Sheep or goats

C. W. E. COTTON,
Offg. Director-General of Commercial Intelligence

B. ROBERTSON,
Secretary to the Government of India

Calcutta, July 24, 1908

GOVERNMENT OF INDIA

DEPARTMENT OF COMMERCE AND INDUSTRY

RETAIL PRICES FOR THE SECOND HALF OF JUNE 1908 [*The figures*

Districts	Wheat		Barley		Rice				Jawar or cholum (*Andropogon sorghum*)		Bajra or cumbu (*Pennisetum typhoideum*)	
					Best sort		Common					
	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month
Burma—												
Tenasserim—												
Mergui	...	...	...	...	7 8	7 8	7 12	7 12	...	...	...	...
Tavoy	...	...	...	...	9 15	9 15	11 5	11 5	...	...	...	...
Moulmein and Amherst	6 13	6 13	...	...	8 8	8 8	9 1	9 1	...	...	...	...
Pegu (deltaic)—												
Pegu	...	...	...	...	8 14	8 14	9 8	9 8	...	...	...	...
Rangoon	8 10	9 2	...	...	11 6	13 —	13 —	14 4	10 6	10 6	...	...
Maubin	...	...	...	...	7 13	7 13	8 10	8 10	...	...	...	...
Bassein	...	...	...	...	8 —	8 —	8 12	8 12	...	...	...	...
Pegu (inland)—												
Tharawadi	...	...	...	...	7 13	7 13	10 —	10 —	...	...	...	...
Henzada	...	...	...	...	6 15	6 15	8 5	8 5	...	...	...	...
Prome	...	...	...	...	...	...	7 6	7 6	...	...	...	...
Toungoo	...	...	...	...	8 2	8 2	8 10	8 10	...	...	...	...
Thayetmyo	...	...	...	...	8 4	8 4	9 14	9 14	...	...	...	...
Upper Burma—												
Mandalay	6 12	6 12	...	...	7 14	8 5	8 5	9 1	10 3	10 11	...	...
Bamo	...	...	...	...	10 2	10 2	11 13	11 13	...	...	...	...
Pakôkku	...	...	...	...	7 14	7 14	8 13	8 13	...	...	...	...
Meiktila	...	...	...	...	10 6	10 6	10 14	11 —	16 3	16 8	...	...
Arakan—												
Sandoway	...	...	...	...	7 6	7 14	8 12	8 12	...	...	...	...
Kyaukpyu	...	...	...	...	6 —	6 —	7 —	7 —	...	...	...	...
Akyab	...	...	...	...	7 —	7 —	7 —	8 —	...	...	...	...
Eastern Bengal and Assam—												
Eastern—												
Chittagong	...	...	...	...	...	...	8 —	8 —	...	...	...	...
Noakhali	...	...	...	...	...	...	7 —	7 —	...	...	...	...
Backerganj	...	...	...	...	...	...	7 4	7 4	...	...	...	...
Maimensingh	6 4	6 —	11 8	11 7	...	...	7 8	7 4	...	...	...	...
Tippera	...	...	...	...	...	...	7 8	7 8	...	...	...	...
Dacca	9 —	8 —	15 —	16 —	...	...	7 8	7 8	...	...	...	...
Faridpur	10 —	10 —	16 —	16 —	...	...	6 8	6 10	...	...	...	...
Central—												
Pabna	...	...	...	...	...	...	7 8	7 4	...	...	...	...
Rajshahi	9 —	9 —	15 —	15 —	...	...	7 2	7 2	...	...	...	...
Malda	9 —	9 —	...	...	...	...	7 —	9 —	...	...	...	...
Bogra	9 3	9 —	...	...	...	...	7 8	7 8	...	...	...	...
Northern—												
Jalpaiguri	6 —	7 —	...	...	...	...	7 8	7 8	...	...	...	...
Dinajpur	8 —	8 —	...	...	...	...	8 —	8 1	...	...	...	...
Rangpur	7 4	7 4	...	...	...	...	7 12	7 12	...	...	...	...
Burma—												
Sylhet	...	...	...	...	6 —	5 8	7 8	6 8	...	...	...	...
Cachar	5 5	5 —	...	...	5 13	5 13	6 14	6 14	...	...	...	...
Hill tracts—												
Khási and Jáintia Hills	5 —	5 —	...	...	4 —	4 —	6 4	6 4	...	...	...	...
Gáro Hills	...	...	...	...	3 8	3 8	6 8	6 8	...	...	...	...
Manipur	...	...	...	...	20 —	20 —	22 —	22 —	...	...	...	...
Nágá Hills	...	...	...	...	9 —	9 —	10 —	9 8	...	...	...	...
Lushai Hills	...	...	...	...	4 —	4 —	5 —	5 8	...	...	...	...
Brahmaputra—												
Goálpára	6 —	6 —	...	...	6 —	6 —	8 —	7 8	...	...	...	...
Kámráp	6 —	6 —	...	...	5 8	5 8	8 —	8 —	...	...	...	...
Darrang	6 —	6 —	...	...	5 —	5 —	8 —	8 —	...	...	...	...
Nowgong	...	...	...	...	5 —	5 —	8 —	8 —	...	...	...	...
Sibságar	...	6 —	...	...	4 4	4 8	8 —	9 —	...	...	...	...
Lakhimpur	6 8	6 8	...	...	4 8	4 8	8 8	8 8	...	...	...	...

state the number of sers (of 80 tolas) and chittacks sold for one rupee]

Marua or ragi (*Eleusine coracana*)		Kangni or kakun, Italian millet (*Setaria italica*)		Gram, chenna, chola, kadalay, or sunaga (*Cicer arietinum*)		Maize (*Zea Mays*)		Arhar dál		Salt		Districts
Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	
												Burma—
												Tenasserim—
...	...	...	...	...	...	...	...	...	...	14 2	14 2	Mergui
...	...	...	...	...	...	...	...	...	...	17 12	17 12	Tavoy
...	...	...	...	9 5	9 5	...	...	7 9	7 9	16 4	16 4	Moulmein and Amherst
												Pegu (deltaic)—
...	...	...	...	10 3	10 3	...	...	6 12	6 12	18 —	18 —	Pegu
...	...	...	...	12 8	13 2	...	...	9 12	11 4	18 6	18 6	Rangoon
...	...	...	...	...	...	...	...	...	...	12 8	12 8	Maubin
...	...	...	...	8 8	8 8	...	...	...	...	15 1	15 1	Bassein
												Pegu (inland)—
...	...	...	...	5 14	5 14	...	...	...	...	19 1	19 1	Tharawadi
...	...	...	...	6 9	6 9	...	...	7 8	7 8	12 —	12 —	Henzada
...	...	...	...	7 —	...	...	...	7 14	7 14	16 2	16 2	Prome
...	...	...	...	9 6	9 6	...	...	...	...	11 6	11 6	Toungoo
...	...	...	...	9 14	9 14	22 8	22 8	8 10	8 10	14 8	14 8	Thayetmyo
												Upper Burma—
...	...	...	...	8 7	8 2	14 —	14 5	6 3	5 12	15 6	15 6	Mandalay
...	...	...	...	7 2	7 2	...	...	6 3	6 3	11 10	11 10	Bamo
...	...	...	...	13 2	13 2	...	...	...	...	14 3	14 3	Pakókku
...	...	...	...	16 4	16 4	20 9	20 11	9 2	9 2	16 3	16 2	Meiktila
												Arakan—
...	...	...	...	...	...	...	...	...	...	14 —	14 —	Sandoway
...	...	...	...	...	...	...	...	...	...	18 —	18 —	Kyaukpyu
...	...	...	...	6 —	6 —	...	...	5 —	5 8	11 —	11 —	Akyab
												Eastern Bengal and Assam—
												Eastern—
...	...	...	...	8 —	8 —	...	...	6 4	6 8	20 —	20 —	Chittagong
...	...	...	...	8 —	8 —	...	...	...	...	20 —	20 —	Noakhali
...	...	...	...	8 4	8 4	...	...	...	...	16 —	16 —	Backerganj
...	...	...	...	8 6	8 10	...	...	5 12	5 8	16 —	16 —	Maimensingh
...	...	...	...	...	...	...	...	...	...	20 —	20 —	Tippera
...	...	...	...	9 —	8 —	...	...	6 8	6 8	18 —	18 —	Dacca
...	...	...	...	7 —	8 —	...	...	6 —	6 —	16 —	16 —	Faridpur
												Central—
...	...	...	...	9 12	9 12	...	...	6 —	6 —	19 —	19 —	Pabna
...	...	...	...	10 8	10 8	...	...	6 12	6 12	16 8	15 12	Rajshahi
...	...	...	...	10 —	10 —	...	...	7 —	...	17 8	17 —	Malda
...	...	...	...	9 15	9 12	...	...	10 14	10 11	19 8	19 8	Bogra
												Northern—
...	...	...	...	7 8	7 8	...	...	6 8	6 8	17 —	17 —	Jalpaiguri
...	...	...	...	9 8	9 8	...	...	7 3½	7 3	16 —	16 —	Dinajpur
...	...	...	...	6 —	6 —	...	...	6 —	6 —	17 —	17 —	Rangpur
												Surma—
...	...	...	...	7 —	9 —	...	...	6 8	6 8	16 8	15 —	Sylhet
...	...	...	...	7 9	7 4	...	...	6 10	6 10	19 —	19 —	Cachar
												Hill tracts—
...	...	...	...	6 —	6 —	...	...	5 —	5 —	10 —	10 —	Khási and Jaintiá Hills
...	...	...	...	6 —	6 —	...	...	4 8	4 8	10 —	10 —	Gáro Hills
...	...	...	...	4 —	5 —	...	...	4 —	4 —	7 —	9 —	Manipur
...	...	...	...	5 —	5 —	...	...	4 —	4 8	9 —	9 —	Nágá Hills
...	...	...	...	5 8	5 8	...	...	4 4	4 4	8 8	8 8	Lushai Hills
												Brahmaputra—
...	...	...	...	9 —	10 —	...	...	6 —	6 8	16 —	16 —	Goálpára
...	...	...	...	8 —	8 —	...	...	7 —	7 —	16 —	16 —	Kámrup
...	...	...	...	7 12	8 —	...	...	6 8	6 8	16 —	16 —	Darrang
...	...	...	...	6 —	6 —	...	...	6 —	6 —	14 —	16 —	Nowgong
...	...	...	...	7 —	7 —	...	...	6 —	6 —	15 —	16 —	Sibságar
...	...	...	...	8 8	9 4	...	...	6 8	7 —	13 —	13 —	Lakhimpur

RETAIL PRICES FOR THE SECOND HALF OF JUNE 1908—*continued.* [*The figures*

Districts	Wheat		Barley		Rice				Jawar or cholum (*Andropogon sorghum*)		Bajra or cumbu (*Pennisetum typhoideum*)	
					Best sort		Common					
	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month
Bengal—												
Deltaic—												
Khulna	...	...	...	...	...	...	6 8	7 —	...	...	...	...
24-Parganas	7 8	7 8	...	...	...	...	6 12	6 12	...	...	...	...
Midnapur	8 —	8 —	...	...	...	...	6 6	6 12	...	...	...	...
Howrah	...	...	...	...	...	...	6 8	6 —	...	...	...	...
Calcutta	7 12	7 8	11 —	11 —	...	...	6 4	6 6	...	...	...	...
Hooghly	...	...	...	...	...	...	6 —	6 4	...	...	...	...
Nadia (Krishnagarh)	8 —	8 4	10 —	10 12	...	...	6 2	6 —	...	...	...	...
Jessore	6 8	6 14	7 8	7 4	...	...	6 15	6 10	...	...	...	...
Central—												
Bankura	8 —	8 —	...	...	...	...	6 8	7 4	...	...	...	...
Bardwan	...	...	...	...	...	...	6 12	7 —	...	...	...	...
Birbhum	7 8	7 8	...	...	...	...	6 12	6 12	...	...	...	...
Murshidabad	8 —	8 —	12 8	13 —	...	...	6 —	6 —	...	...	...	...
Santhal Parganas	7 —	6 8	8 —	9 —	...	...	5 4	6 8	...	...	...	...
Hills—												
Darjeeling	6 —	6 —	6 8	6 8	...	...	6 —	6 — to 7 —	...	...	...	...
Orissa—												
Puri	7 3	7 14	...	...	...	...	7 3	6 9	...	...	...	...
Cuttack	7 14	7 14	...	...	...	...	7 8	7 8	...	...	...	...
Balasore	7 —	6 10	...	...	...	...	7 8	7 —	...	...	...	...
Sambalpur	8 —	8 —	...	...	...	...	8 —	8 —	...	...	...	...
Chota Nagpur—												
Singhbhum	7 8	7 4	...	...	...	...	5 8	6 —	...	...	...	...
Mánbhum	7 —	7 —	8 —	8 —	...	...	7 —	7 —	...	...	...	...
Ránchi	6 6 to 8 —	7 — to 7 8	8 —	8 —	...	...	6 4	6 4	...	...	...	...
Palámau	7 14	7 5	10 2	11 4	...	...	7 5	7 5	...	...	...	...
Hazáribágh	7 4	7 —	9 —	9 —	...	...	6 8	6 8	...	...	...	...
Bihár, south—												
Monghyr	9 4	9 8	12 8	13 —	...	...	7 2	7 4	...	...	...	...
Gaya	7 12	7 12	10 8	10 —	...	...	6 12	6 12	8 —	9 —	...	...
Patna	8 12	8 12	12 8	12 8	...	...	7 4	7 4	8 —	8 —	...	...
Shahabad	8 8	8 8	12 —	12 —	...	...	7 3	7 3	...	...	...	...
Bihár, north—												
Purnea	9 8	9 8	...	...	...	...	7 8	7 8	...	...	...	...
Bhágalpur	8 14	8 14	12 10	12 10	...	...	7 9	7 9	...	...	...	...
Darbhanga	8 12	8 12	13 3	13 3	...	...	6 9	6 9	...	...	...	...
Muzaffarpur	8 8	8 —	13 —	13 —	...	...	6 —	7 —	...	...	...	...
Sáran	8 8	9 —	12 —	12 —	...	...	7 —	7 —	...	...	...	...
Champáran	9 —	9 —	13 8	13 12	...	...	7 8	7 8	...	...	...	...
United Provinces:												
(a) Agra—												
Eastern—												
Mirzapur	7 8	7 8	10 —	10 8	5 —	4 8	7 8	7 8	...	...	9 —	9 —
Benares	8 1½	8 1½	11 2	11 2	4 12	4 12	6 8	6 8	10 13½	10 13½	10 13½	10 13½
Ghazipur	8 6	8 6	12 2	13 4	4 6	4 6	6 14	6 14	7 10	7 10	9 2	9 2
Jaunpur	8 12	8 12	11 12	13 4	5 —	4 —	7 12	7 12	...	...	...	...
Allahabad	7 8	7 8	11 4	11 4	4 —	4 —	...	...	10 8	11 —	10 4	10 4
Central—												
Bánda	8 —	8 4	10 —	10 —	3 5	3 8	8 —	8 —	9 8	10 —	...	...
Fatehpur	8 4	8 —	10 8	10 8	5 8	5 8	7 4	7 4	...	...	...	...
Hamirpur	8 2	8 8	10 —	10 4	5 —	5 —	7 4	7 4	9 4	9 4	9 4	9 4
Jalaun	8 —	8 —	10 8	10 —	5 —	5 —	6 —	6 —	9 8	9 8	8 —	8 —
Cawnpore	8 8	8 8	11 8	12 —	...	...	7 —	7 —	10 8	10 8	10 12	10 12
Jhansi	8 —	8 —	11 —	11 4	...	...	5 12	5 12	10 —	9 12	...	...
Etáwah	9 —	8 10	11 6	11 4	3 —	3 —	7 —	7 —	...	...	...	...
Farukhabad	8 8	8 11	12 4	13 —	4 4	4 4	8 —	8 —	...	...	...	...
Mainpuri	9 4	9 4	12 4	12 —	4 —	4 —	7 8	7 8	...	...	...	...
Etah	9 12	9 6	13 —	13 8	3 8	3 8	7 8	7 8	...	...	...	...
Western—												
Meerut	9 4	9 4	12 8	12 8	3 4	3 4	6 —	6 —	9 —	9 —	9 —	9 8
Agra	8 —	8 —	12 —	12 —	4 8	4 8	7 8	7 8	10 —	10 —	8 —	8 —
Muttra	8 12	8 12	12 —	13 —	4 8	4 8	7 8	7 8	9 —	9 —	8 —	8 —
Aligarh	9 8	9 8	13 4	13 4	3 8	3 8	7 —	7 —	12 4	12 4	11 8	12 —
Bulandshahr	9 8	9 12	13 —	13 4	4 —	4 —	7 —	7 —	8 —	8 —	...	...
Submontane, east—												
Ballia	8 —	7 12	12 —	11 8	4 8	4 4	7 4	7 4	...	...	...	...
Azamgarh	8 14	8 14	14 —	14 —	5 4	5 4	7 8	7 8	9 —	9 —	...	...
Gorakhpur	9 9	9 15	13 1	13 1	6 1	6 1	7 9	7 6	...	...	...	...
Basti	9 —	9 —	12 4	12 4	5 —	5 —	7 8	7 8	9 4	9 2	...	...

state the number of sers (of 80 totas) and chittacks sold for one rupee]

Marua or ragi (*Eleusine coracana*)		Kangni or kakun, Italian millet (*Setaria italica*)		Gram, chenna, chola, kadalay, or sunaga (*Cicer arietinum*)		Maize (*Zea Mays*)		Arhar dál		Salt		Districts
Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of repor	Previous half-month	
												Bengal—
												Deltaic—
...	...	...	...	9 —	9 —	...	...	6 8	7 —	16 —	16 —	Khulna
...	...	...	...	9 —	9 —	...	...	8 —	8 —	24 —	24 —	24-Parganas
...	...	...	...	7 — to 8 —	7 — to 8 —	...	...	6 8	6 8	20 —	20 —	Midnapur
...	...	...	...	8 —	8 —	...	...	6 8	7 —	16 —	16 —	Howrah
...	...	9 —	9 —	8 8	8 8	9 —	9 —	7 —	7 —	18 —	18 —	Calcutta
...	...	...	...	8 —	8 —	...	...	6 4	6 8	18 —	16 —	Hooghly
...	...	...	...	8 —	9 2	...	...	6 7	6 8	16 —	16 —	Nadia (Krishnagarh)
...	...	...	...	9 —	8 14	...	...	10 —	10 —	20 —	20 —	Jessore
												Central—
...	...	...	...	8 —	8 8	...	...	7 —	7 8	20 —	20 —	Bankura
...	...	...	...	9 4	9 4	...	...	6 8	7 8	19 —	19 —	Bardwan
...	...	...	...	8 4	9 —	...	...	6 —	6 —	16 —	16 —	Birbhum
...	...	...	...	10 —	10 —	...	...	6 12	7 —	18 —	18 —	Murshidabad
...	...	...	...	9 —	9 —	9 —	9 —	6 —	6 —	16 —	16 —	Santhal Parganas
												Hills—
11 4	11 4	...	...	8 —	8 —	11 —	10 —	5 4	5 4	13 —	13 —	Darjeeling
												Orissa—
...	...	...	...	9 8	9 13	...	...	6 9	6 3	26 —	24 8	Puri
...	...	...	...	9 3*	9 3*	...	...	10 8	10 8	22 —	22 —	Cuttack
...	...	...	...	8 — to 9 —	8 — to 9 —	...	...	6 —	6 —	20 —	20 —	Balasore
...	...	...	...	8 —	8 —	...	...	6 —	6 —	16 —	16 —	Sambalpur
												Chota Nagpur—
...	...	...	...	8 —	8 4	...	...	6 8	6 4	16 —	16 —	Singhbhum
...	...	...	...	8 8	8 8	10 —	10 —	7 —	7 —	16 —	16 —	Mánbhum
10 —	10 —	...	...	8 4	8 —	10 —	8 —	4 12 to 7 4	5 — to 6 8	17 —	18 —	Ránchi
...	...	...	...	9 7	9 7	9 —	9 —	7 5	7 5	12 6	16 9	Palámau
9 4	9 —	...	...	8 4	8 4	8 —	8 4	6 8	6 8	16 —	16 —	Hazáribágh
												Bihár, south—
...	...	...	...	10 —	10 8	9 4	...	8 12	8 12	19 —	18 12	Monghyr
...	...	8 —	8 —	9 8	9 8	8 8	9 —	6 8	6 12	19 8	19 —	Gaya
...	...	...	...	10 8	11 —	...	11 —	8 8	8 8	19 —	19 —	Patna
...	...	...	...	10 —	10 8	...	...	8 8	8 8	20 —	20 —	Shahabad
												Bihár, north—
...	...	...	...	8 12	8 8	...	...	6 12	6 8	13 —	13 —	Purnea
...	...	...	...	9 8	9 8	12 10	11 6	7 10	8 3	18 12	18 12	Bhágalpur
12 1	12 2	...	...	11 —	11 —	12 1	12 —	8 12	8 12	19 12	19 12	Darbhanga
...	...	...	...	10 —	10 —	10 4	10 —	8 8	9 —	19 —	19 —	Muzaffarpur
...	...	...	...	10 4	10 8	10 4	10 8	9 4	9 12	20 —	19 —	Sáran
11 8	11 8	...	...	11 —	11 4	11 —	11 5	8 —	8 8	17 —	17 —	Champáran
												United Provinces:
												(*a*) Agra—
												Eastern—
...	...	...	...	9 —	9 —	...	...	7 8	7 8	16 —	16 —	Mirzapur
...	...	8 1½	8 1½	9 8	9 8	...	...	7 1	7 1	17 7	17 7	Benares
...	...	...	...	9 11	10 2	8 14	8 14	8 10	8 10	16 12	16 12	Ghazipur
...	...	...	...	9 12	9 8	...	...	8 8	8 8	17 —	17 —	Jaunpur
...	...	...	...	8 12	8 12	...	...	7 8	7 8	17 —	17 —	Allahabad
												Central—
...	...	...	...	9 —	9 4	...	...	7 —	7 —	19 8	19 8	Bánda
...	...	...	...	8 4	8 4	...	...	7 —	8 —	19 —	19 —	Fatehpur
...	...	...	...	8 8	8 12	...	...	7 4	7 4	18 —	18 —	Hamirpur
...	...	...	...	8 8	8 8	...	...	7 —	7 —	19 —	19 —	Jalaun
...	...	9 8	9 8	9 4	9 4	...	...	8 —	7 8	22 —	22 —	Cawnpore
...	7 —	...	...	8 12	8 12	...	...	6 —	6 —	20 —	19 8	Jhansi
...	...	...	...	9 2	8 14	...	...	7 4	7 8	19 8	19 8	Etáwah
...	...	...	...	8 6	8 6	...	...	6 13	7 —	20 —	19 8	Farukhabad
...	...	...	...	8 8	8 8	...	...	7 8	7 8	20 —	20 —	Mainpuri
...	...	...	...	8 12	8 10	...	...	7 —	7 —	20 8	20 8	Etah
												Western—
...	...	...	...	9 8	9 12	...	...	7 —	7 —	22 8	22 8	Meerut
...	...	...	...	9 4	9 4	...	...	8 —	8 —	22 —	22 —	Agra
...	...	...	...	9 8	9 8	...	...	7 4	8 —	22 —	22 —	Muttra
...	...	7 —	7 —	9 4	9 4	11 8	11 8	7 —	7 —	21 —	21 —	Aligarh
...	...	...	...	9 8	9 8	11 —	11 —	6 4	6 4	21 —	21 —	Bulandshahr
												Submontane, east—
...	...	...	...	10 —	10 —	...	...	7 8	7 8	17 —	17 8	Ballia
...	...	...	...	9 2	9 2	...	...	9 4	9 4	17 —	17 —	Azamgarh
...	...	9 —	9 —	9 6	9 6	...	...	8 12	9 3	16 6	16 6	Gorakhpur
9 4	9 8	8 —	8 —	8 12	9 —	9 —	9 8	8 —	8 —	19 —	19 —	Basti

* Kalai

RETAIL PRICES FOR THE SECOND HALF OF JUNE 1908—*continued* [*The figures*

District	Wheat		Barley		Rice				Jawar or cholum (*Andropogon sorghum*)		Bajra or cumbu (*Pennisetum typhoideum*)	
					Best sort		Common					
	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month
United Provinces— *continued*												
(a) Agra—*continued*												
Submontane, west—												
Shahjahánpur	9 4	9 4	11 4	11 4	5 —	5 —	7 —	7 —	...	...	...	...
Budaun	8 14	9 2	11 3	12 14	4 —	4 —	6 4	6 2	7 12	9 8	8 8	9 —
Pilibit	9 1	9 3	12 13	13 2	5 4	5 4	7 14	7 14	...	...	...	...
Bareli	8 14	8 10	11 6	11 8	3 4	3 4	5 6	5 8	8 —	10 8	...	...
Moradabad	9 2	9 8	12 —	13 8	3 12	3 12	5 —	5 —	...	...	...	...
Bijnor	9 2	9 8	13 8	14 —	3 8	3 8	6 4	6 4	...	...	...	...
Muzaffarnagar	9 14	9 14	14 5	14 5	4 14	4 14	5 8	5 8	...	...	7 11	7 11
Saháranpur	9 6	9 6	13 10	13 10	3 7	3 7	5 5	5 5	9 10	9 10	9 2	9 2
Dehra-Dún	8 12	8 8	12 8	12 4	2 8	2 8	6 8	6 8	8 8	9 —	8 —	9 —
Hills—												
Naini Tál	7 —	7 —	9 8	9 8	3 —	3 —	6 —	6 —	...	...	7 —	7 —
Almora	6 —	6 8	7 12	8 —	2 12	2 12	5 2	5 2	...	...	...	...
Garhwál	5 —	5 —	...	...	3 —	3 —	4 4	4 8	...	...	...	...
(b) Oudh—												
Southern—												
Partábgarh	8 8	8 8	11 8	11 8	3 4	3 4	7 8	7 12	8 8	8 8	...	...
Sultanpur	8 8	8 8	11 —	11 4	7 12	7 12	7 —	7 —	...	...	...	...
Rae-Bareli	8 8	8 12	11 —	11 12	5 —	5 —	8 —	8 4	10 —	10 —	10 —	10 —
Unao	8 12	9 —	12 —	12 8	4 —	4 —	8 —	8 —	...	...	...	...
Lucknow	8 4	8 4	11 4	11 8	4 —	4 —	7 12	7 12	10 —	10 —	10 —	10 —
Hardoi	8 8	8 10	12 —	13 8	4 —	4 —	8 —	8 —	10 12	10 12	10 8	10 8
Northern—												
Fyzabad	8 4	8 4	11 12	11 12	...	...	5 8	5 8	9 —	9 8	...	...
Barabanki	8 4	8 —	11 —	11 —	5 —	6 —	7 12	7 8	...	...	...	...
Gonda	8 6	8 10	11 2	11 2	5 4	5 4	6 8	6 8	9 —	9 2	7 —	7 —
Bahraich	8 12	8 12	12 4	12 4	4 —	4 —	6 —	6 —	10 —	10 —	11 —	11 —
Sitapur	8 4	8 —	11 —	11 —	3 —	3 —	7 8	7 8	9 8	9 8	8 —	9 —
Kheri	8 8	8 4	11 4	11 8	4 4	4 4	7 12	7 12	9 —	10 —	8 —	8 8
Rajputana—												
Eastern—												
Partábgarh	8 3	8 14	11 8	11 8	4 14	4 14	5 12	5 12	9 4	12 10	...	...
Bánswara	10 1	11 4	12 —	12 —	3 4	3 4	6 —	6 —	...	...	...	...
Mewar (Udaipur)	8 5	8 4	10 13	10 12	5 6	5 5	5 12	5 12	10 6	10 12	8 5	8 4
Hilly Tracts of Mewar (Dungarpur)	10 7	11 —	14 12	15 8	3 4	3 4	6 —	6 —	...	...	...	...
Ajmer	8 8	8 4	11 4	11 4	4 6½	4 6½	5 8	5 8	10 12½	10 1	9 6½	9 6
Kishangarh	8 4	8 4	11 —	11 4	4 —	5 8	8 —	7 8	10 —	11 —	8 4	10 —
Bundi	12 13	12 13	19 3	19 3	6 6	7 —	6 6	7 —	19 3	19 3	15 6	15 6
Kotah	8 —	8 —	10 8	10 12	5 8	5 8	6 —	6 —	10 12	10 12	7 —	7 —
Jhalawar	7 12	7 15	10 14	10 13	5 —	5 —	7 4	7 4	9 14	9 11½	...	...
Tonk	7 12	7 11	10 12	10 12	3 7	3 8	4 —	4 1	9 14	9 12	...	...
Jaipur	8 8	8 4	11 13	11 8	4 14	4 14	5 3	5 3	11 8	11 —	10 2	10 6
Karauli	8 2	8 2	9 11	9 11	5 10	5 10	6 4	6 4	10 —	10 —	8 2	8 2
Dholpur	8 8	8 7	11 11	11 3	4 8	4 10	7 8	7 8	8 14	9 —	8 14	9 —
Bharatpur	8 12	8 12	11 15	12 3	4 —	4 —	5 —	5 —	10 3	10 4	9 11	9 12
Alwar	9 —	8 15	12 5	12 4	5 1	5 1	5 4	5 4	11 —	11 —	10 11	11 6
Deoli	8 13	8 9	12 6	12 —	4 8	4 8	6 —	6 —	11 12	11 12	13 —	13 —
Nasirabad	8 —	8 —	...	...	6 8	6 8	7 —	7 —	11 8	12 —	8 8	9 —
Shahpura	9 —	8 14	13 4	12 14	4 12	4 12	6 5	6 6	11 —	11 4	10 —	10 —
Western—												
Bikaner	8 8	8 1½	11 8	11 14	2 8	2 10	4 —	4 —	...	...	8 4	7 15
Jaisalmer*	...	7 12	...	...	...	3 15	...	5 9	...	9 10	..	7 12
Jodhpur*	...	8 5 and 8 13	...	10 13	...	5 3	...	6 3	...	11 1	...	9 7 and 10 4
Bálmer*	...	8 6	...	...	...	5 8	...	7 —	...	...	...	9 7
Erinpura*	...	8 —	...	12 4	...	5 —	...	6 —	...	11 8	...	10 —
Sirohi*	...	8 — and 9 —	...	14 —	...	4 —	...	5 8	...	11 —	...	11 —
Anádra*	...	8 12 and 10 —	...	...	...	5 —	...	6 4	...	...	...	10 —
Abu*	...	9 1	...	11 12	...	4 13	...	5 15	...	...	...	9 10
Central India—												
Indore	7 12	7 12	10 —	10 —	4 —	4 —	5 8	5 8	9 8	9 8	9 —	9 —
Nimach	8 8	8 8	...	...	6 —	6 —	6 8	6 8	10 —	10 —	9 8	9 8
Gwalior*	...	7 12	...	...	...	4 2	...	5 —	...	...	...	...
Panjab—												
Southern—												
Hissar	9 —	8 12	11 8	11 —	...	...	6 —	6 —	10 8	10 8	9 8	9 —
Ferozpur	9 8	9 —	12	12 —	...	...	5 8	5 8	...	...	...	...
Central—												
Lahore	10 2	10 —	13 14	13 4	...	...	5 12	5 12	9 14	9 14	9 14	10 2
Gujranwala	10 3	10 3	14 —	14 —	...	...	6 —	6 —	8 8	9 —	10 —	10 —
Gujrat	11 —	10 8	13 —	13 —	...	...	6 —	6 8	...	...	...	...
Jhelum	10 8	10 —	13 —	12 —	...	...	6 —	5 —	...	...	10 8	10 8

* Not reported yet

state the number of sers (of 80 tolas) and chittacks sold for one rupee]

Marua or ragi (*Eleusine coracana*)		Kangni or kakun, Italian millet (*Setaria italica*)		Gram, chenna, chola, kadalay, or sunaga (*Cicer arietinum*)		Maize (*Zea Mays*)		Arhar Dál		Salt		Districts
Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	
												United Provinces— *continued*
												(*a*) Agra—*continued*
												Submontane, west—
...	...	...	...	9 —	9 —	...	...	7 —	7 —	20 —	20 —	Shahjahánpur
...	...	...	...	9 2	9 6	9 —	9 6	6 11	7 8	19 —	19 —	Budaun
9 3	1 13	...	...	9 3	9 3	...	...	7 14	7 14	21 —	21 —	Pilibit
...	...	...	...	9 2	8 14	8 8	10 8	7 4	7 8	20 —	20 —	Bareli
...	...	...	...	9 6	9 8	...	...	7 6	7 12	21 12	21 12	
...	...	...	...	9 8	9 8	6 4	6 4	6 12	6 12	20 8	20 8	Moradabad
...	...	...	...	9 9	9 9	...	...	4 14	4 14	20 14	20 14	Bijnor
8 8	8 8	8 8	8 8	9 6	9 6	9 10	9 10	6 5	6 5	21 4	21 4	Muzaffarnagar
8 —	9 —	...	...	9 —	9 —	9 —	9 —	7 —	7 —	16 —	18 —	Saháranpur
...	...	...	...	7 4	7 8	7 —	7 —	6 —	6 —	12 —	12 —	Dehra-Dún
												Hills—
6 —	6 8	...	...	6 —	6 12	...	...	5 4	5 4	10 8	10 —	Naini Tál
...	...	...	...	5 4	6 —	...	...	4 4	4 8	...	...	Almora
												Garhwál
												(*b*) Oudh—
...	...	...	...	8 8	8 8	...	...	7 8	7 8	20 —	20 —	*Southern—*
...	...	...	...	8 12	8 12	...	...	7 4	7 4	19 —	19 —	Partábgarh
9 —	9 —	5 —	5 —	8 12	9 —	8 —	8 —	6 —	7 —	20 —	20 —	Sultanpur
...	...	...	...	8 12	8 —	...	...	7 8	8 —	20 —	20 —	Rae-Bareli
...	...	8 —	8 —	9 4	9 4	9 12	10 —	7 12	7 8	19 —	19 —	Unao
...	...	13 —	13 —	9 8	9 6	...	...	6 8	6 8	19 —	19 —	Lucknow
												Hardoi
...	10 12	10 —	10 —	8 12	8 12	9 8	10 4	7 12	8 4	17 —	17 —	*Northern—*
...	...	...	...	8 8	8 8	...	...	7 —	7 —	18 —	18 —	Fyzabad
10 —	10 —	7 —	7 —	9 6	9 6	9 6	9 6	7 6	7 6	16 8	17 —	Barabanki
...	...	6 —	6 —	9 8	9 8	9 8	9 8	7 12	7 12	18 —	18 —	Gonda
...	...	5 —	6 8	9 —	8 12	8 —	9 —	7 8	7 8	20 —	20 —	Bahraich
8 —	10 —	6 —	6 —	9 —	9 —	10 —	10 —	6 —	6 —	20 —	20 —	Sitapur
												Kheri
												Rajputana—
												Eastern—
...	...	...	...	10 —	10 —	9 4	10 —	6 —	6 —	20 —	20 —	Partábgarh
...	...	...	...	12 9	13 —	11 9	12 —	6 —	6 —	14 —	16 —	Bánswara
...	...	6 10	6 9	9 2	9 1	9 9	9 4	6 3	6 2	18 5	17 6	Mewar (Udaipur)
												Hilly Tracts of Mewar (Dungarpur)
...	...	...	...	12 12	13 8	13 —	13 12	...	...	17 8	18 —	
...	...	6 8	6 8	9 8	9 8	9 12	9 8	...	...	23 —	23 —	Ajmer
...	...	...	...	10 —	10 4	10 —	11 —	...	...	27 —	27 —	Kishangarh
...	...	...	...	19 3	19 3	...	...	...	...	19 14	20 8	Bundi
...	...	...	...	10 8	10 12	...	...	6 —	6 —	16 —	16 —	Kotah
...	...	...	...	9 4	9 2	9 5½	10 —	5 12	5 12	15 12	15 8	Jhalawar
...	...	...	...	9 13	9 14	...	...	...	...	21 6	21 6	Tonk
...	...	9 5	9 5	9 13 and 10 15	9 9 and 10 6	11 —	11 —	11 8	11 8	26 4	26 4	Jaipur
...	...	10 —	10 —	8 7	8 7	10 —	9 1	...	...	20 —	20 —	Karauli
...	...	...	10 —	9 —	8 15	...	...	6 14	7 4	22 —	22 —	Dholpur
...	...	7 8	7 8	9 —	9 —	9 12	9 12	6 4	6 4	22 8	22 8	Bharatpur
...	...	13 —	11 —	9 12	9 12	10 8	10 8	12 4	12 11	23 15	23 14	Alwar
...	...	...	...	10 2½	10 2½	12 —	12 —	6 12	6 12	23 8	23 8	Deoli
...	...	...	...	9 8	9 —	...	...	6 8	6 8	25 —	25 —	Nasirabad
...	...	...	...	9 8	9 4	10 —	10 4	...	...	23 —	23 —	Shahpura
												Western—
...	...	...	...	11 —	10 12½	...	...	5 —	5 3½	22 —	22 —	Bikaner
...	...	...	...	...	10 7	...	...	...	...	...	21 —	Jaisalmer
...	...	...	...	...	10 12	...	...	...	6 14	...	16 5	Jodhpur
...	...	...	...	...	9 7	...	...	...		...	15 —	Bálmer
...	...	...	...	...	11 —	...	...	...	5 4	...	23 —	Erinpura
...	...	...	16 —	...	11 —	...	16 —	...	6 8	...	21 —	Sirohi
...	...	...	...	...	9 11	...	10 12	...	...	...	21 —	Anádra
...	...	...	...	...	9 12	...	10 1	...	6 7 and 6 10	...	20 14	Abu
												Central India—
...	...	...	...	9 —	9 —	9 —	9 —	5 8	5 8	19 —	20 —	Indore
...	...	...	...	9 8	9 8	...	...	6 4	6 4	22 —	22 —	Nimach
...	...	...	10 —	...	8 12	...	...	...	7 8	...	20 —	Gwalior
												Panjab—
												Southern—
...	...	...	...	10 12	10 —	...	...	...	...	21 —	21 —	Hissar
...	...	10 —	10 —	10 —	10 —	...	...	6 —	6 —	22 —	22 —	Ferozpur
												Central—
...	...	10 10	10 6	10 —	10 —	10 —	10 6	6 6	6 6	22 8	24 8	Lahore
...	...	10 —	10 —	10 8	10 4	11 —	11 —	...	...	26 8	26 8	Gujranwála
...	...	...	...	10 —	9 8	10 —	11 —	...	...	26 —	26 —	Gujrat
...	...	...	...	9 8	9 8	10 —	11 —	6 —	6 —	26 —	26 —	Jhelam

RETAIL PRICES FOR THE SECOND HALF OF JUNE 1908—*continued* [*The figures*

Districts	Wheat		Barley		Rice				Jawar or cholum (*Andropogon sorghum*)		Bajra or cumbu (*Pennisetum typhoideum*)	
					Best sort		Common					
	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month
Panjab—*continued*												
South-eastern—												
Gurgáon	8 2	8 2	12 4	12 4	...	...	6 4	6 4	9 —	9 —	9 —	9 8
Delhi	8 12	8 12	12 8	12 8	...	...	4 8	4 8	9 8	9 8	9 —	9 —
Rohtak	9 4	9 4	12 —	11 8	...	...	6 —	6 —	10 8	10 8	10 —	10 —
Karnál	9 8	9 8	14 —	15 —	...	...	7 —	7 —	8 —	8 —	8 —	8 —
Submontane—												
Ambala	9 12	9 12	10 12	10 12	...	...	7 4	7 4	8 12	8 12	...	...
Ludhiána	10 —	9 8	13 8	13 8	...	...	5 8	5 8	10 8	11 —	8 4	8 4
Jalandhar	10 4	10 8	14 —	14 —	...	...	6 —	6 —	10 —	10 —	8 8	8 8
Hoshiárpur	10 8	10 8	12 —	12 —	...	...	5 8	5 8	9 —	9 8	8 —	8 —
Gurdáspur	10 2	10 6	12 —	12 —	...	...	6 —	6 —	9 —	9 —	...	...
Amritsar	10 8	10 8	13 —	13 —	...	...	5 12	6 —	9 12	10 —	9 —	9 —
Siálkot	10 4	10 —	12 —	12 —	...	...	6 4	6 4	...	...	9 8	9 8
Hills—												
Simla	8 —	7 8	9 —	9 —	...	...	4 11	4 11	7 8	9 —	7 —	6 10
Kángra	10 —	9 —	12 —	12 —	...	...	6 —	6 —	...	...	...	...
Northern—												
Ráwalpindi	9 12	9 8	13 —	13 —	...	...	4 12	4 12	8 8	8 8	12 8	11 —
Attock	9 12	9 8	12 —	12 —	...	...	6 —	6 —	13 —	13 —	11 —	11 —
Western—												
Sháhpur	11 12	11 4	14 —	14 —	...	...	5 —	5 —	8 —	8 —	9 —	...
Jhang	11 4	11 2	13 —	12 12	...	...	5 8	5 8	10 —	10 —	10 —	9 —
Lyallpur	10 12	11 2	12 —	12 4	...	...	6 4	6 4	...	10 —	...	...
Multan	9 12	9 12	13 4	13 4	...	...	6 12	6 12	10 —	10 —	11 —	11 —
Montgomery	10 10	10 14	...	...	...	...	5 8	5 8	...	...	10 8	12 —
Muzaffargarh	10 12	10 4	12 4	12 —	...	...	6 —	6 —	8 12	8 12	10 —	10 —
Dera Ghazi Khan	10 4	10 8	13 12	13 12	...	...	6 4	6 4	11 —	11 —	10 4	11 —
N.-W. Frontier Province—												
Hazára	8 8	8 —	11 12	12 12	3 8	3 7	6 2	6 2	...	...	...	...
Pesháwar	10 —	10 —	15 —	16 —	4 9	4 9	5 14	5 11	9 7	10 —	9 7	9 8
Kohát	10 9	10 9	14 10	14 2	4 2	4 4	7 5	7 10	10 3	10 3	12 —	12 4
Bannu	14 1	15 —	18 12	20 15	3 4½	3 4½	7 13	8 2	12 8	12 8	12 13	12 8
Dera Ismael Khan	12 6½	11 14	14 13	15 —	3 4	3 4	4 10	4 10	15 —	15 —	13 2	13 10
Sind and Baluchistan—												
Karáchi	8 —	8 —	...	...	5 —	5 —	7 —	7 —	11 —	11 —	10 —	10 —
Hyderabad	8 —	8 —	...	...	6 —	5 —	6 8	6 8	10 —	10 —	10 —	10 8
Thar and Párkar (Umarkot)	8 —	8 —	...	...	3 —	7 8	8 8	8 —	...	...	9 —	10 —
Shikárpur	10 —	9 —	...	...	5 —	5 —	6 —	6 —	11 —	11 —	11 —	11 —
Upper Sind Frontier	8 8	8 12	...	...	5 —	5 —	5 8	5 8	10 —	11 —	11 —	11 8
Quetta	8 10 to 8 14	8 12 to 9 1	10 11	10 9½	3 2	3 2	4 10	4 10	11 —	11 —	10 —	10 —
Bombay—												
Konkan—												
Karwar	6 12	6 12	...	...	7 14	7 14	8 2	8 2	11 6	10 14	9 14	9 14
Ratnagiri	6 1	6 1	...	...	6 8	6 8	7 13	7 13	9 2	9 2	9 4	9 4
Alibág	6 —	6 —	...	...	7 3	7 3	8 2	8 2	...	...	9 4	9 4
Bombay	6 8	6 8	...	...	5 2	5 2	6 8	6 8	9 13	9 13	9 4	9 15
Tanna	7 5	7 5	...	...	6 8	6 15	6 15	7 6	10 3	10 3	9 10	9 10
Deccan and Karnátak—												
Dharwar	7 8	7 8	...	...	8 5	8 5	8 12	8 12	13 1	12 13	12 —	12 —
Belganm	7 1	7 1	...	...	8 6	8 6	8 15	8 15	13 —	13 8	12 3	12 3
Satara	8 6	8 6	...	...	5 12	5 12	7 2	7 2	13 1	11 5	11 12	10 11
Sholapur	6 9	6 9	...	...	5 15	5 15	7 —	7 —	12 15	12 15	11 9	11 9
Bijapur	7 2	7 2	...	...	7 —	7 —	7 8	7 8	12 4	12 4	13 3	12 3
Poona	7 2	7 2	...	...	6 4	6 4	6 12	6 12	11 12	11 12	10 —	10 —
Khandesh and N.-E. Deccan—												
Ahmadnagar	8 —	8 —	...	...	6 10	6 10	7 3	7 3	11 11	11 11	11 11	11 11
Násik	8 8	8 15	...	...	5 4	5 4	5 15	5 15	10 2	10 2	10 5	9 15
Dhulia	7 7	7 7	...	...	5 8	5 8	6 9	6 9	10 —	10 —	9 15	9 15
Jalgaon	7 4	7 4	...	...	5 9	5 9	6 —	6 —	10 6	10 6	11 1	11 1
Gujarat—												
Surat	6 8	6 8	...	...	4 3	4 3	5 8	5 8	9 4	9 4	9 4	9 4
Broach	7 8	7 8	...	...	5 —	5 —	8 —	8 —	10 8	10 8	10 —	10 —
Kaira	8 8	8 8	...	...	6 8	6 8	7 —	7 —	11 —	11 —	9 —	9 —
Baroda	7 4	7 4	...	...	6 8	6 8	7 —	7 —	9 8	9 8	8 12	8 12
Ahmadabad	8 8	8 8	...	...	6 8	6 —	7 8	7 —	11 —	11 —	8 8	9 —
Godhra	8 —	8 —	...	...	6 —	6 —	7 8	7 8	...	...	9 —	9 —
Disa	8 8	8 8	...	...	5 —	5 —	5 8	5 8	10 8	10 5	9 8	10 —
Kathiawar—												
Rajkot	10 —	9 8	...	...	5 8	5 8	6 8	6 8	11 12	12 8	9 8	9 8
Central Provinces—												
Western—												
Nimar	7 7	7 7	...	...	4 6	4 6	6 6	6 6	10 2	10 2	...	...
Hoshangabad	7 14	7 9	...	...	4 12	4 12	6 8	5 15	9 —	9 13	...	...
Betul	7 7	7 7	...	...	...	...	6 4	6 4	8 11	9 3	...	...
Chhindwara	7 10	7 10	...	...	5 —	5 —	7 —	7 —	8 7	8 7	...	...
Nagpur	7 15	7 15	...	...	5 3	5 3	7 13	7 13	10 6	10 6	...	...
Wardha	7 3	7 2	...	...	5 —	5 —	7 10	7 10	10 6	10 6	...	...

state the number of sers (of 80 tolas) and chittacks sold for one rupee]

Marua or ragi (*Eleusine coracana*)		Kangni or kakun, Italian millet (*Setaria italica*)		Gram, chenna, chola, kadalay, or sunaga (*Cicer arietinum*)		Maize (*Zea Mays*)		Arhar Dál		Salt		Districts
Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	
												Panjab—*continued*
												South-eastern—
...	...	...	...	9 8	9 8	9 —	9 —	7 —	7 —	20 —	20 —	Gurgáon
...	...	...	...	9 8	9 8	10 —	10 —	5 8	5 8	22 —	22 —	Delhi
...	...	...	...	10 4	10 4	11 8	11 8	7 —	7 —	22 —	22 —	Rohtak
...	...	...	..	9 12	9 8	8 —	8 —	7 —	7 —	21 —	20 —	Karnál
												Submontane—
...	...	...	...	9 10	9 12	9 12	9 12	6 4	6 4	27 —	27 —	Ambala
...	...	9 —	9 —	10 —	10 —	10 8	10 8	5 12	5 12	26 —	26 —	Ludhiána
...	...	8 8	9 —	10 —	10 —	11 —	10 8	...	...	26 —	26 —	Jalandhar
...	...	6 —	6 —	9 8	9 8	10 8	10 8	...	...	24 —	24 —	Hoshiárpur
...	...	...	...	9 8	9 8	9 8	10 —	...	...	25 —	25 —	Gurdáspur
...	...	11 8	11 —	9 12	10 —	9 8	10 8	5 12	6 —	27 8	27 8	Amritsar
...	...	...	...	9 8	9 8	...	...	...	...	28 —	28 —	Siálkot
												Hills—
...	...	...	...	8 —	8 —	8 7	8 7	5 8	6 8	16 14	16 14	Simla
...		...	...	9 —	8 8	10 —	9 8	...	...	22 —	22 —	Kángra
												Northern—
...	...	12 8	12 8	9 12	9 8	12 4	12 —	4 12	4 12	28 —	28 —	Ráwalpindi
...	...	...	...	10 8	10 8	12 —	12 —	7 —	7 —	25 —	24 —	Attook
												Western—
...	..	...	...	10 8	10 8	...	...	...	...	24 —	24 —	Sháhpur
15 —	14 —	15 —	15 —	10 4	10 2	11 —	11 8	9 —	9 —	22 —	22 8	Jhang
...	...	...	...	10 4	10 8	...	11 12	...	...	25 —	24 —	Lyallpur
...	...	11 —	11 —	10 4	10 2	11 —	11 —	...	...	23 8	23 8	Multan
...	...	...	...	10 —	9 12	...	...	7 —	7 —	21 8	22 —	Montgomery
...	...	12 —	12 —	10 4	10 4	8 —	8 —	7 —	7 —	21 —	21 —	Muzaffargarh
...	...	...	...	10 8	10 8	...	...	...	...	23 12	23 12	Dera Ghazi Khan
												N.-W. Frontier Province—
...	...	7 8	7 8	8 12	8 10	10 4	11 —	6 14	6 14	20 —	20 —	Hazára
...	...	11 —	9 12	9 8	10 —	11 —	12 —	8 7	8 2	24 —	23 —	Peshawar
...	...	...	...	10 5	10 3	12 4	12 12	...	...	25 8	25 8	Kohát
...	...	...	...	12 5	12 10	16 4	18 2	...	...	30 —	30 10	Bannu
...	...	...	...	13 2	12 10	12 8	12 8	6 4	6 4	26 10	26 10½	Dera Ismael Khan
												Sind and Baluchistan—
...	...	...	...	9 —	9 —	...	...	7 —	7 —	26 —	26 —	Karáchi
...	...	...	...	9 —	9 —	...	...	6 —	6 8	22 —	22 —	Hyderabad
...	...	...	...	8 —	8 —	...	...	6 8	6 8	26 —	20 —	Thar and Párkar (Umarkot)
...	...	...	...	10 —	9 —	...	...	6 —	6 —	22 —	22 —	Shikárpur
...	...	...	...	10 8	10 8	...	...	5 —	5 —	14 —	18 —	Upper Sind Frontier
...	...	...	...	9 2	9 2	10 11	11 —	5 —	5 —	16 —	16 —	Quetta
												Bombay—
												Konkan—
12 8	12 8	...	...	7 13	7 13	...	...	7 1	7 1	18 10	18 10	Karwar
11 3	11 3	...	...	7 9	8 4	...	...	6 12	7 7	20 13	23 6	Ratnagiri
...	...	...	...	7 10	7 10	...	...	6 1	6 1	23 13	23 13	Alibág
9 —	9 —	...	...	8 2	8 2	...	...	6 6	6 6	16 13	16 13	Bombay
10 14	10 14	...	...	8 14	8 14	...	...	6 13	6 13	24 8	24 8	Tanna
												Deccan and Karnátak—
...	...	...	...	7 5	7 5	...	...	6 3	6 3	21 9	21 9	Dharwar
14 —	14 —	...	...	8 —	8 —	...	...	6 —	6 —	19 —	19 —	Belgaum
...	...	...	...	8 13	8 8	...	...	7 2	6 13	20 4	18 —	Satara
...	...	...	...	8 7	8 7	...	...	6 14	7 5	18 —	18 —	Sholapur
...	...	...	...	8 2	7 11	...	...	6 9	7 —	19 10	19 10	Bijapur
...	...	...	...	8 6	8 6	.	...	6 14	6 14	23 —	23 —	Poona
												Khandesh and N.-E. Deccan—
...	...	...	...	7 10	7 10	...	...	6 5	6 5	22 —	22 —	Ahmadnagar
12 —	12 —	...	...	8 8	8 8	...	...	5 14	5 14	19 10	24 —	Násik
...	...	...	...	8 5	7 15	...	...	6 —	6 —	20 2	21 11	Dhulia
...	...	...	...	9 9	9 9	...	...	6 1	6 1	17 1	17 1	Jalgaon
												Gujarat—
...	...	...	...	8 5	8 5	...	...	6 —	6 —	27 5	27 5	Surat
...	...	...	...	8 —	8 —	...	...	8 —	8 —	25 9	25 9	Broach
11 —	11 —	...	...	9 —	9 —	...	...	7 —	7 —	26 8	26 8	Kaira
10 8	10 8	...	...	9 —	9 —	...	...	6 8	7 —	21 —	21 —	Baroda
...	...	...	...	10 —	10 —	...	...	7 —	7 8	26 8	26 8	Ahmadabad
12 —	12 —	...	...	10 —	10 —	...	...	6 8	6 8	25 8	25 8	Godhra
...	...	...	...	10 8	10 8	...	...	5 8	5 8	25	24 —	Disa
												Kathiawar—
...	...	...	...	9 8	9 —	...	...	6 8	6 8	80 —	80 —	Rajkot
												Central Provinces—
												Western—
...	..	...	...	8 4	8 4	...	...	6 3	6 3	17 4	17 5	Nimar
...	..	...	...	9 4	9 9	...	..	6 12	6 12	18 —	18 —	Hoshangabad
...	..	...	...	8 —	8 6	..	...	6 —	6 —	15 4	13 14	Betul
...	...	...	...	7 10	7 10	...	...	6 —	6 —	16 —	16 —	Chhindwara
...	...	...	...	8 14	8 14	...	...	6 12	6 12	16 —	16 —	Nagpur
...	...	...	...	7 13	7 13	..	...	7 2	7 2	16 —	16 —	Wardha

RETAIL PRICES FOR THE SECOND HALF OF JUNE 1908—*concluded* [*The figures*

Districts	Wheat		Barley		Rice				Jawar or cholum (*Andropogon sorghum*)		Bajra or cumbu (*Pennisetum typhoideum*)	
					Best sort		Common					
	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month
Central Provinces— *continued*												
Central—												
Narsinghpur	7 10	7 10	...	...	4 8	4 8	7 5	7 5	...	...	...	...
Sangor	7 2	7 9	...	...	3 9	3 9	5 6	5 6	9 10	9 10	...	...
Damoh	7 13	7 8	...	...	4 12	4 12	7 2	7 2	9 3	9 12	...	...
Jubbulpore	7 12	8 4	...	...	5 —	5 —	7 8	7 8	...	...	...	...
Mandla	7 —	7 —	...	...	4 —	4 —	6 8	6 8	...	10 11	...	...
Seoni	8 —	8 4	...	...	5 4	5 4	7 8	7 4	...	...	...	...
Bálághát	8 —	8 —	...	...	5 10	5 10	6 8	6 8	...	...	...	...
Bhandára	6 6	6 6	...	...	5 —	5 —	6 3	6 3	10 2	10 2	...	...
Chánda	7 4	7 4	...	...	6 2	6 2	6 10	6 10	11 6	11 6	...	...
Eastern—												
Bilâspur	8 —	8 9	...	...	5 12	5 12	8 —	8 —	...	...	...	...
Raipur	8 2	8 2	...	...	6 —	6 —	7 8	7 8	...	...	...	...
Drug	8 8	8 8	...	...	8 5	7 15	8 10	8 2	...	...	...	...
Berar—												
Buldána	8 —	8 —	...	...	4 15	4 15	5 14	5 14	11 —	11 —	...	...
Akola	7 1	7 1	...	...	5 —	5 —	5 10	5 14	11 10	11 10	...	...
Amráoti	7 6	7 6	...	...	4 14	4 14	7 1	7 1	10 5	10 5	...	...
Yeotmal	7 15	7 11	...	...	4 8	4 8	6 13	7 2	14 —	14 —	...	...
Nizam's Territories												
Secunderabad *	6 5	6 5	9 10	10 11	5 6	5 6	6 14	6 10	11 —	10 2	14 —	14 —
Madras—												
Malabar Coast—												
Malabar	...	...	...	...	...	...	7 8	7 8	...	...	...	...
S. Canara	...	...	...	...	...	...	7 12	7 12	...	...	...	...
South, central—												
Coimbatore	...	...	...	...	...	...	7 7	7 7	12 3	12 3	12 5	12 5
Nilgiris	...	...	...	...	...	...	6 10	6 10	...	...	...	...
Salem	...	...	...	...	...	...	7 —	7 7	12 15	11 —	10 4	9 9½
Central—												
Bellary	...	...	...	...	...	...	6 7½	6 7½	12 5	12 4	...	...
Anantapur	...	...	...	...	...	...	7 11	7 11	13 —	13 —	...	...
Cuddapah	...	...	...	...	...	...	6 10	6 10	12 3	12 3	11 3	11 3
Karnul	...	...	...	...	...	...	7 —	7 —	12 3	12 9	...	...
East Coast, north—												
Ganjam	...	...	...	...	...	...	6 —	6 6½	...	...	...	...
Vizagapatam	...	...	...	...	...	...	5 10	5 14	...	...	9 5	10 4
Godávari	...	...	...	...	...	...	7 —½	7 —½	12 4	12 4	...	...
East Coast, central—												
Kistna	...	...	...	...	...	...	6 10	6 10	10 1½	12 7½	...	...
Guntur	...	...	...	...	...	...	7 11	7 11	11 8	11 8	11 —	11 —
Nellore	...	...	...	...	...	...	9 14½	9 14½	11 7	10 15	11 —	10 —
East Coast, south—												
Madras	...	...	...	...	...	...	6 14	6 14	...	...	...	...
Chingleput	...	...	...	...	...	...	7 5	7 5	...	...	...	...
N. Arcot	...	...	...	...	...	...	8 10½	8 10½	...	...	...	...
S. Arcot	...	...	...	...	...	...	7 13½	7 13½	...	...	11 7	11 10½
Tanjore	...	...	...	...	...	...	7 3½	7 7	...	...	12 5	12 5
Trichinopoly	...	...	...	...	...	...	7 7	7 13½	16 1½	16 4½	12 5	13 11
Southern—												
Tinnevelly	...	...	...	...	...	...	8 4	8 4	15 11	15 11	...	12 —
Madura	...	...	...	...	...	...	8 4	8 4	13 5½	13 5½	11 10½	11 10½
Mysore—												
Mysore	8 6	8 6	7 —	7 —	7 4	7 4	8 5	8 5	16 1	16 1	...	...
Bangalore	7 10	7 10	7 1	7 1	5 12	5 12	6 14	6 14	13 —	13 —	...	...
Kolar	6 —	6 —	6 —	6 —	5 —	5 4	6 8	6 8	...	...	...	...
Tumkur	7 —	7 —	6 8	6 8	6 8	6 8	6 12	6 12	...	...	...	...
Hassan	6 10	6 10	7 —	7 —	6 12	6 12	7 8	7 8	...	...	...	...
Kadur	6 8	6 8	7 —	7 —	6 8	6 —	7 12	7 8	...	...	...	...
Shimoga	6 8	6 8	...	...	5 8	5 8	7 —	7 6	16 —	16 —	...	...
Chitaldrug	7 —	7 —	7 —	7 —	6 —	6 —	7 —	7 —	16 —	16 —	16 —	16 —
Coorg—												
Coorg	6 4	6 4	6 8	6 8	6 4	6 4	8 —	8 —	...	...	...	...
Aden	6 3	6 3	...	...	5 10	5 10	6 3	6 3	10 3	10 3	10 11	10 11

* Including Bolarum

state the number of sers (of 80 tolas) and chittacks sold for one rupee]

Marua or ragi (*Eleusine coracana*)		Kangni or kakun, Italian millet (*Setaria italica*)		Gram, chenna, chola, kadalay, or sunaga (*Cicer arietinum*)		Maize (*Zea Mays*)		Arhar dál		Salt		Districts
Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	
												Central Provinces—*continued*
												Central—
...	...	...	...	9 —	9 —	...	...	7 5	7 5	16 —	16 —	Narsinghpur
...	...	...	...	8 —	8 11	...	...	6 2	6 6	18 5	18 5	Saugor
...	...	...	...	8 12	8 12	...	...	6 —	6 —	16 —	16 —	Damoh
...	...	...	...	9 4	9 4	...	...	6 8	6 8	16 —	16 —	Jubbulpore
...	...	...	...	8 3	8 3	...	...	6 —	6 6	13 8	13 8	Mandla
...	...	...	...	8 —	8 —	...	...	6 —	6 —	16 —	16 —	Seoni
...	...	...	...	8 8	9 —	...	...	5 —	5 —	16 12	16 12	Bálághát
...	...	...	...	9 2	9 2	...	...	6 3	6 3	16 —	16 —	Bhandára
...	...	...	...	8 6	8 14	...	...	6 10	6 10	20 —	20 —	Chánda
												Eastern—
...	...	...	...	8 —	8 9	...	...	5 13	6 8	12 13	12 13	Biláspur
...	...	...	...	9 4	9 4	...	...	6 12	6 12	15 —	15 —	Raipur
...	...	...	...	8 8	8 8	...	...	6 12	6 12	16 13	16 13	Drug
												Berar—
...	...	...	...	8 15	8 15	...	...	...	...	18 —	18 —	Buldána
...	...	...	...	7 13	7 13	...	...	6 8	6 8	17 2	17 2	Akola
...	...	...	...	8 8	8 8	...	...	7 6	7 6	20 —	20 —	Amráoti
...	...	...	...	7 13	8 —	...	...	7 —	7 —	15 6	16 —	Yeotmal
14 —	14 —	...	...	7 10	7 12	...	...	9 15	9 10	13 4	13 8	Nizam's Territories— Secunderabad
												Madras—
												Malabar Coast—
...	...	...	...	...	...	...	...	...	...	19 14	20 2	Malabar
...	...	...	...	...	...	...	...	...	...	20 8½	20 11	S. Canara
												South, central—
13 5	13 5	...	...	...	...	...	...	...	...	18 9	18 9	Coimbatore
...	...	...	...	...	...	...	...	...	...	15 8	16 4	Nilgiris
13 11	11 13½	...	...	...	...	...	...	...	...	17 9	17 9	Salem
												Central—
13 9½	13 9½	...	...	...	...	...	...	...	...	18 —	17 12	Bellary
13 14	13 14	...	...	...	...	...	...	...	...	22 1½	22 1½	Anantapur
15 3	18 3	...	...	...	...	...	...	...	...	19 8	19 8	Cuddapah
...	...	...	...	...	...	...	...	...	...	15 12	16 8	Karnul
												East Coast, north—
9 4	10 —	...	...	...	...	...	...	...	...	24 —	25 6	Ganjam
10 5½	11 10	...	...	...	...	...	...	...	...	18 —	18 —	Vizagapatam
11 10¼	11 10¼	...	...	...	...	...	...	...	...	24 —	24 —	Godávari
												East Coast, central—
11 14	11 14	...	...	...	...	...	...	...	...	27 —	27 —	Kistna
10 13	10 13	...	...	...	...	...	...	...	...	24 —	24 —	Guntur
12 14	12 14	...	...	...	...	...	...	...	...	26 3	26 3	Nellore
												East Coast, south—
11 8	11 8	...	...	...	...	...	...	...	...	28 8½	28 10½	Madras
10 10½	10 15½	...	...	...	...	...	...	...	...	25 3½	25 3½	Chingleput
12 9	12 9	...	...	...	...	...	...	...	...	22 13	23 9½	N. Arcot
13 5	13 5	...	...	...	...	...	...	...	...	23 13½	24 11	S. Arcot
13 5	13 5	...	...	...	...	...	...	...	...	23 4	23 10	Tanjore
14 1	14 1	...	...	...	...	...	...	...	...	21 12	21 12	Trichinopoly
												Southern—
14 1	14 13	...	...	...	...	...	...	...	...	27 10	27 9½	Tinnevelly
14 1	14 1	...	...	...	...	...	...	...	...	24 —	23 10	Madura
												Mysore—
15 —	15 —	...	...	8 10	8 10	...	...	7 4	7 4	15 —	15 —	Mysore
13 —	13 —	...	...	7 5	7 5	...	...	6 —	6 —	19 8	19 8	Bangalore
12 —	12 —	...	...	7 —	7 —	...	...	6 8	7 —	18 —	18 —	Kolar
15 —	16 —	...	...	7 —	7 —	...	...	6 —	6 —	17 —	17 —	Tumkur
18 —	19 —	...	...	7 8	12 8	...	...	6 4	6 —	16 —	16 —	Hassan
17 —	16 —	...	...	8 —	8 —	...	...	5 12	5 12	19 —	19 —	Kadur
16 —	16 —	...	...	7 6	7 6	...	...	6 —	6 —	18 —	18 —	Shimoga
17 —	17 —	20 —	20 —	7 —	7 —	...	...	6 —	6 —	12 —	12 —	Chitaldrug
												Coorg—
16 8	17 8	...	...	16 —	15 8	...	...	6 4	6 4	18 —	17 8	Coorg
...	...	...	...	8 —	8 —	...	...	7 —	7 —	32 —	32 —	Aden

C. W. E. COTTON,
Offg. Director-General of Commercial Intelligence

B. ROBERTSON,
Secretary to the Government of India

Calcutta, July 24, 1908

GOVERNMENT OF INDIA

DEPARTMENT OF COMMERCE AND INDUSTRY

IMPORTS OF COTTON, WHEAT, LINSEED, INDIGO, JUTE, TEA, AND RICE

QUANTITY (in hundredweights) of **COTTON** imported by rail and river and by sea into CALCUTTA, the City of BOMBAY, and KARACHI, in May 1908, and from 1st January to 31st May 1908, and in the corresponding periods of 1906 and 1907

Whence exported	Calcutta			City of Bombay			Karáchi			TOTAL		
	1906	1907	1908	1906	1907	1908	1906	1907	1908	1906	1907	1908
Imports in May												
By Rail and River—												
E. B. and Assam	14,957	15,884	6,860	...	...	...	...	...	...	14,957	15,884	6,8
Bengal	3,348	3,784	3,190	...	...	...	...	...	...	3,348	3,784	3,1
U. P. of Agra & Oudh	11,582	30,653	2,671	17,983	40,347	15,332	...	873	...	29,565	71,873	18,0
Panjab	12,923	7,319	1,625	7,567	21,088	11,884	6,974	52,187	13,737	27,464	80,594	27,2
Sind and Br. Baluchistan	...	...	...	...	...	7	38,413	68,035	58,027	38,413	68,035	58,0
Raj. & C. India	1,318	1,449	287	32,017	67,161	29,315	1,248	388	...	34,583	68,998	29,6
Bombay	...	...	...	211,680	493,983	402,781	...	...	...	211,680	493,983	402,7
Cent. Provs. and Berar	13,330	18,264	9,425	166,359	134,694	52,878	...	...	...	179,689	152,958	62,3
Nizam's Territory	...	...	...	33,349	65,401	32,124	...	...	...	33,349	65,401	32,1
Madras	...	...	...	16,723	1,632	4,181	...	...	...	16,723	1,632	4,1
Mysore	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	57,458	77,353	24,058	485,678	824,306	548,502	46,635	121,483	71,764	589,771	1,023,142	644,3
By Sea—												
E. B. and Assam	3,879	7,366	5,025	...	...	...	...	...	...	3,879	7,366	5,0
Bengal	...	...	...	...	...	...	...	...	...	...	...	...
Bombay	1,335	12,806	7,224	1,939	4,419	2,636	116	265	89	3,390	17,490	9,9
Sind and Br. Baluchistan	...	...	...	3,465	2,149	1,540	...	...	...	3,465	2,149	1,5
Madras	733	199	3,983	9,957	87	738	...	...	...	10,690	286	4,7
Burma	3,738	...	160	...	...	...	...	...	...	3,738	...	1
Non-Br. Ports in India	...	...	...	152,572	256,317	161,569	3	...	...	152,575	256,317	161,5
Foreign countries	18	145	4	10,833	5,636	29,029	...	2	4	10,851	5,783	29,0
TOTAL	9,703	20,516	16,396	178,766	268,608	195,512	119	267	93	188,588	289,391	212,0
TOTAL IMPORTS	67,161	97,869	40,454	664,444	1,092,914	744,014	46,754	121,750	71,857	778,359	1,312,533	856,3
Imports to end of May												
By Rail and River—												
E. B. and Assam	40,036	52,881	41,823	...	...	...	...	...	...	40,036	52,881	41,8
Bengal	29,337	6,720	6,402	...	...	...	...	...	...	29,337	6,720	6,4
U. P. of Agra & Oudh	155,883	233,863	70,424	198,543	520,059	276,892	...	4,443	7,596	354,426	758,305	354,9
Panjab	71,637	38,100	16,723	128,192	234,738	178,633	170,740	452,738	399,052	370,569	725,576	594,4
Sind and Br. Baluchistan	...	...	...	...	...	7	259,778	333,833	340,069	259,778	333,833	340,0
Raj. & C. India	2,726	7,347	2,389	238,907	499,179	178,072	1,566	388	584	243,199	506,914	181,0
Bombay	...	...	...	2,115,785	2,356,321	1,567,586	...	...	...	2,115,785	2,356,321	1,567,5
Cent. Provs. and Berar	105,949	83,984	39,157	2,141,493	2,133,797	1,292,790	...	...	...	2,247,442	2,217,781	1,331,9
Nizam's Territory	...	...	...	278,491	382,535	229,743	...	...	...	278,491	382,535	229,7
Madras	...	...	181	37,253	5,981	11,478	...	...	...	37,253	5,981	11,6
Mysore	...	...	...	...	249	490	...	...	...	...	249	
TOTAL	403,568	422,895	177,099	5,138,664	6,132,859	3,735,691	432,084	791,402	747,301	5,976,316	7,347,156	4,660,0
By Sea—												
E. B. and Assam	13,069	25,114	22,356	...	...	...	...	...	...	13,069	25,114	22,3
Bengal	42,859	...	...	8	248	...	...	...	...	42,867	248	...
Bombay	10,237	37,623	36,426	10,796	17,256	8,422	548	647	1,024	21,581	55,526	45,8
Sind and Br. Baluchistan	...	...	...	74,817	32,882	107,939	...	9	...	74,817	32,891	107,9
Madras	3,288	1,101	7,100	17,309	342	6,128	...	...	18	20,597	1,443	13,2
Burma	13,358	8,339	10,891	2,473	1,823	784	...	...	...	15,831	10,162	11,6
Non-Br. Ports in India	...	...	...	574,529	828,710	465,192	6	...	2	574,535	828,710	465,1
Foreign countries	1,221	1,174	987	43,311	56,106	152,715	40	18	40	44,572	57,298	153,7
TOTAL	84,032	73,351	77,760	723,243	937,367	741,180	594	674	1,084	807,869	1,011,392	820,0
TAL IMPORTS	489,600	496,246	254,859	5,861,907	7,070,226	4,476,871	432,678	792,076	748,385	6,784,185	8,358,548	5,480,0

ANTITY (in hundredweights) of WHEAT imported by rail and river and by sea into CALCUTTA, the City of BOMBAY, and KARÁCHI, in May 1908, and from 1st January to 31st May 1908, and in the correspond-ing periods of 1906 and 1907

Whence exported	Calcutta			City of Bombay			Karáchi			Total		
	1906	1907	1908	1906	1907	1908	1906	1907	1908	1906	1907	1908
	Imports in May											
ail and River—												
B. and Assam	300	...	7,627	...	...	...	...	...	...	300	...	7,627
gal	13,800	796	36,082	...	...	...	...	...	...	13,800	796	36,082
P. of Agra & Oudh	237,918	98,821	311,962	30,824	11,809	10,351	4,759	41,283	...	273,501	151,913	322,313
jab	10,261	61,863	19,375	36,787	86,915	25,593	1,280,580	1,618,916	427,523	1,327,628	1,767,694	472,491
and Br. Baluistan	...	861	...	...	...	...	190,603	173,099	33,583	190,603	173,960	33,583
& C. India	900	7,656	...	3,192	53,479	10,941	3,439	1,056	...	7,531	62,191	10,941
mbay	...	...	40	6,039	2,479	8,193	...	...	...	6,039	2,479	8,233
t. Provs. and erar	34,448	196,183	1,959	107,548	212,175	1,382	...	...	...	141,996	408,358	3,341
am's Territory	...	...	...	240	129	57	...	...	...	240	129	57
dras	...	1	...	...	...	...	...	...	...	...	1	...
sore	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	297,627	366,181	377,045	184,630	366,986	56,517	1,479,381	1,834,354	461,106	1,961,638	2,567,521	894,668
—												
B. and Assam	...	...	...	...	...	...	...	...	...	...	...	...
gal	...	...	...	...	...	...	...	...	...	...	...	...
mbay	...	...	2,564	24	303	2,042	...	...	265	24	303	4,871
d and Br. Baluistan	...	...	...	72,003	27,611	103,111	...	9	...	72,003	27,620	103,111
dras	...	...	...	18	15	...	...	...	...	18	15	...
ma	530	...	...	6,412	...	...	...	...	...	6,742	...	...
Br. Ports in India	...	...	...	657	120	29,829	...	...	...	657	120	29,829
ign countries	...	...	...	46,712	12,297	20,147	1,720	...	16	48,432	12,297	20,163
TOTAL	530	...	2,564	125,826	40,346	155,129	1,720	9	281	128,076	40,355	157,974
. IMPORTS	298,157	366,181	379,609	310,456	407,332	211,646	1,481,101	1,834,363	461,387	2,089,714	2,607,876	1,052,642
	Imports to end of May											
ail and River—												
B. and Assam	406	32	14,083	...	...	...	...	...	...	406	32	14,083
gal	121,734	10,520	62,310	7	4	4	...	...	...	121,741	10,524	62,314
P. of Agra & Oudh	556,198	91,624	507,794	62,442	12,049	10,351	13,450	46,157	...	626,090	549,830	518,145
jab	137,975	667,684	108,122	113,986	448,609	33,899	2,120,497	5,487,231	576,931	2,372,478	6,090,524	718,952
and Br. Baluistan	...	861	590	...	...	...	356,148	754,954	236,573	356,148	755,815	237,163
& C. India	8,114	7,930	1,474	11,425	93,986	37,684	3,439	2,457	...	22,978	104,373	39,158
mbay	...	293	40	63,452	25,577	40,289	...	...	...	63,452	25,870	40,329
t. Provs. and erar	101,720	369,278	162,522	224,782	361,613	10,981	...	...	...	326,502	730,891	173,503
am's Territory	...	...	...	3,302	277	287	...	...	...	3,302	277	287
dras	...	2	1	1	...	...	...	...	...	1	2	1
sore	...	...	...	...	33	...	...	...	...	...	33	...
TOTAL	920,167	1,548,224	856,936	479,397	939,148	133,495	2,493,534	6,290,799	813,504	3,893,098	8,778,171	1,803,935
—												
B. and Assam	...	...	...	...	...	...	...	...	...	...	...	...
gal	...	...	...	...	...	...	...	...	...	...	...	...
mbay	...	...	2,571	2,270	1,124	8,935	2	...	492	2,272	1,124	11,998
and Br. Baluistan	...	...	157,533	507,383	275,808	608,605	...	35	...	507,383	275,843	766,138
dras	...	...	1	50	154	...	...	...	...	50	154	1
ma	530	...	...	7,006	...	...	...	...	...	7,536	...	...
Br. Ports in India	...	...	...	1,617	5,652	81,494	...	...	250	1,617	5,652	81,744
ign countries	213,069	...	60,387	300,633	78,878	128,055	1,720	157	3,340	515,422	79,035	191,782
TOTAL	213,599	...	220,492	818,959	361,616	827,089	1,722	192	4,082	1,034,280	361,808	1,051,663
IMPORTS	1,133,766	1,548,224	1,077,428	1,298,356	1,300,764	960,584	2,495,256	6,290,991	817,586	4,927,378	9,139,979	2,855,598

QUANTITY (in hundredweights) of LINSEED imported by rail and river and by sea into CALCUTTA, the City of BOMBAY, and KARÁCHI, in May 1908, and from 1st January to 31st May 1908, and in the corresponding periods of 1906 and 1907

Whence exported	Calcutta			City of Bombay			Karachi			Total		
	1906	1907	1908	1906	1907	1908	1906	1907	1908	1906	1907	1908
Imports in May												
By Rail and River—												
E. B. and Assam	15,717	21,502	12,843	...	...	..	...	...	...	15,717	21,502	12,8[illegible]
Bengal	296,751	480,675	401,264	303	364	27	...	...	...	297,054	481,039	401,2[illegible]
U. P. of Agra & Oudh	112,154	236,653	54,965	7,144	54,421	63,633	...	...	...	119,298	291,074	118,5[illegible]
Panjab	494	.	...	711	...	...	...	...	9	1,205	...	[illegible]
Sind and Br. Baluchistan	...	...	...	...	..	...	...	...	...	...	...	..
Raj. & C. India	1,483	21,497	...	33,189	96,547	61,871	...	...	...	34,672	118,046	61,8[illegible]
Bombay	...	...	..	43,605	60,885	43,454	...	...	..	43,605	60,885	43,4[illegible]
Cent. Provs. and Berar	5,855	22,098	306	73,520	136,894	42,952	...	...	...	79,375	158,992	43,1[illegible]
Nizam's Territory	...	...	..	134,505	161,406	35,761	...	...	...	134,505	161,406	35,7[illegible]
Madras	...	...	...	5,075	4,472	199	...	...	...	5,075	4,472	[illegible]
Mysore	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	432,454	782,427	469,378	298,052	514,989	247,897	...	...	9	730,506	1,297,416	717,2[illegible]
By Sea—												
E. B. and Assam	...	...	...	...	...	...	...	...	...	...	..	
Bengal	...	...	...	..	..	...	.	...	...	...	..	...
Bombay	...	..	...	...	143	2	...	...	...	...	143	[illegible]
Sind and Br. Baluchistan	..	...	...	...	...	305	...	...	..	..	...	3[illegible]
Madras	...	...	...	...	...	...	...	...	..	...	...	...
Burma	...	...	...	...	...	...	..	...	.	...	...	..
Non-Br. Ports in India	...	...	...	6,828	16,602	9,832	...	...	.	6,828	16,602	9,8[illegible]
Foreign countries	...	...	...	..	19	37	...	..	...	...	19	[illegible]
TOTAL	...	..	...	6,828	16,764	10,176	...	...	...	6,828	16,764	10,1[illegible]
TOTAL IMPORTS	432,454	782,427	469,378	304,880	531,753	258,073	...	...	9	737,334	1,314,180	727,4[illegible]
Imports to end of May												
By Rail and River—												
E. B. and Assam	19,021	33,078	45,904	...	...	...	.	...	.	19,021	33,078	45[illegible]
Bengal	805,583	1,031,797	696,421	3,045	627	27	...	...	.	808,628	1,032,424	696,4[illegible]
U. P. of Agra & Oudh	240,725	438,985	100,056	20,601	85,429	73,921	...	...	...	261,326	524,414	173,[illegible]
Panjab	494	...	...	3,300	...	...	650	43	696	4,444	43	[illegible]
Sind and Br. Baluchistan	...	...	...	...	...	...	...	26	...	...	26	...
Raj. & C. India	17,967	64,945	2,140	89,107	191,182	92,095	...	...	...	107,074	256,127	94,[illegible]
Bombay	...	...	...	223,530	285,961	100,332	.	...	...	223,530	285,961	100,[illegible]
Cent. Provs. and Berar	42,265	79,811	4,983	373,164	328,552	67,510	..	.	.	415,229	408,363	72,[illegible]
Nizam's Territory	..	...	...	558,050	584,850	142,148	...	.	.	558,050	584,850	142,[illegible]
Madras	...	...	...	24,526	22,945	319	...	..	.	24,526	22,945	[illegible]
Mysore	..	...	...	...	...	...	...	..	..	...	...	..
TOTAL	1,125,855	1,648,616	849,504	1,295,323	1,499,552	476,352	650	69	696	2,421,828	3,148,237	1,3[illegible]
By Sea—												
E. B. and Assam	...	...	...	...	...	...	...	...	...	...	..	[illegible]
Bengal	...	...	...	...	...	..	.	.	..	...	...	[illegible]
Bombay	...	...	1,231	...	143	41	...	...	..	...	143	[illegible]
Sind and Br. Baluchistan	...	...	...	718	60	1,920	...	...	...	718	60	[illegible]
Madras	25	...	...	...	...	..	...	.	...	25	...	[illegible]
Burma	...	...	...	...	...	...	.	.	.	...	...	[illegible]
Non-Br. Ports in India	...	...	...	31,669	75,772	16,463	...	...	...	31,669	75,772	[illegible]
Foreign countries	...	..	...	1,648	1,051	1,313	...	.	...	1,648	1,051	[illegible]
TOTAL	25	...	1,231	34,035	77,026	19,737	...	...	...	34,060	77,026	[illegible]
TOTAL IMPORTS	1,125,880	1,648,616	850,735	1,329,358	1,576,578	496,089	650	69	696	2,455,888	3,225,263	1,3[illegible]

ANTITY (in hundredweights) of **INDIGO** imported by rail and river and by sea into CALCUTTA, the City of BOMBAY, and KARÁCHI, in May 1908, and from 1st January to 31st May 1908, and in the corresponding periods of 1906 and 1907

hence exported	Calcutta			City of Bombay			Karáchi			Total		
	1906	1907	1908	1906	1907	1908	1906	1907	1908	906	1907	1908
Imports in May												
ail and River—												
B. and Assam	...	...	...	...	...	...	...	...	...	...	...	...
ngal	2	42	18	...	...	...	...	...	...	2	42	18
P. of Agra & Oudh	9	...		...	...	...	...	...	...	9	...	...
njab	...	...	...	...	19	...	453	206	43	453	225	43
d and Br. Baluchistan	...			...	..	...	88	179	44	88	179	44
i. & C. India	...	...		...	1	2	...			...	1	2
mbay	...	...		...	3	1	...			...	3	1
nt. Provs. and Berar	...	...		...	...	...	...	...	...	...	...	...
am's Territory	..	..		34	26	...	..	...	...	34	26	...
adras	...	..	...	79	199	15	..	..	...	79	199	15
ysore	...	...	...	...	...	...			..	..	..	...
Total	11	42	18	113	248	18	541	385	87	665	675	123
sea—												
B. and Assam	...	...	...	...	...	...	...	...	...	...	...	...
ngal	...	...	...	18	13	...				18	13	...
mbay	...	...		...	...	...	...	...	...	...	...	...
d and Br. Baluchistan	...	..	...	162	318	48	...	1	...	162	319	48
adras	...	26	...	...	...	...	..	..	...	...	26	...
rma	...	...	...	...	...	...	...	...	...	...	...	...
o-Br. Ports in India	...	...		...	...	..	...	...	...	...	...	...
reign countries	...	...	...	101	94	87	10	...	...	111	94	87
Total	...	26	...	281	425	135	10	1	...	291	452	135
al Imports	11	68	18	394	673	153	551	386	87	956	1,127	258
Imports to end of May												
ail and River—												
B. and Assam	...	...	...	...	-	...	..	..	..	...	...	...
ngal	6,399	2,793	4,321	...	...	9	..	..	..	6,399	2,793	4,330
P. of Agra & Oudh	1,422	330	451	6	1	...	.	..	...	1,428	331	451
njab	...	...	..	...	19	...	1,474	1,233	1,201	1,474	1,252	1,201
d and Br. Baluchistan	..	...	...	...	...	...	529	530	263	529	530	263
i. & C. India	...	...	...	...	83	39	...	..	..	...	83	39
mbay	..	..	..	38	12	23	...	...	...	38	12	23
nt. Provs. and Berar	...	..	...	...	...	...	...	..	..	...	...	...
am's Territory	..		..	383	232	215	...	..	..	383	232	215
adras	..	..	35	139	1,377	275	...	..	..	139	1,377	310
ysore	..	..	..	...	...	...	...	...	...	...	...	...
Total	7,821	3,123	4,807	566	1,724	561	2,003	1,763	1,464	10,390	6,610	6,832
sea—												
B. and Assam	...	...	...	...	..	...	...	...	..	...	...	...
ngal	...	...	...	66	210	62	...	..	..	66	210	62
mbay	...	...		..	...	...	...	56	9	...	56	9
d and Br. Baluchistan	...	..		1,653	1,028	512	.	1	...	1,653	1,029	512
adras	...	253	...	...	...	...	...	..	..	...	253	...
rma	...	...	...	.	..	...	...	...	...	...	...	...
o-Br. Ports in India	...	..	...	...	...	...	...	...	...	...	...	...
reign countries	...	...	47	599	537	589	20	51	53	619	588	689
Total	...	253	47	2,318	1,775	1,163	20	108	62	2,338	2,136	1,272
al Imports	7,821	3,376	4,854	2,884	3,499	1,724	2,023	1,871	1,526	12,728	8,746	8,104

QUANTITY (in hundredweights) of **JUTE, TEA,** and **RICE** imported by rail and river and by sea into CALCUTTA, in May 1908, and from 1st January to 31st May 1908, and in the corresponding periods of 1906 and 1907

Whence exported	JUTE			TEA			RICE		
	1906	1907	1908	1906	1907	1908	1906	1907	1908
	Imports in May								
By Rail and River—									
Eastern Bengal and Assam	169,050	232,780	503,522	18,262	22,998	10,626	13,992	45,713	59,384
Bengal	138,281	128,387	323,223	11,040	7,515	7,730	478,070	381,898	179,795
United Provinces of Agra and Oudh	990	414	361	102	359	84	603	1,534	96
Panjab	...	...	...	...	51	26	23	749	73
Sind and British Baluchistan	...	...	...	...	...	...	...	...	...
Rajputana and Central India	...	...	...	...	...	...	...	...	...
Bombay	...	...	...	...	1	4	...	...	...
Central Provinces and Berar	...	...	...	...	1	...	2,532	8,547	1,389
Nizam's Territory	...	...	...	...	...	...	...	...	...
Madras	...	40	...	1	...	...	...	2,363	173
TOTAL	308,321	361,621	827,106	29,405	31,325	18,470	495,220	440,804	258,011
By Sea—									
Eastern Bengal and Assam	387	...	...	42	145	...	...	...	...
Bengal	9,243	15,571	21,675	...	...	...	7,590	13,340	...
Bombay	...	...	...	...	...	...	...	7	...
Sind and British Baluchistan	...	...	...	...	...	...	...	15,191	...
Madras	9	...	...	4	58	...	...	...	5,347
Burma	...	...	...	6	...	...	132,722	125,426	683,158
Non-British Ports in India	...	...	...	...	...	...	...	...	...
Foreign countries	...	...	160	220	133	68	10	332	26,371
TOTAL	9,639	15,571	21,835	272	335	68	140,322	154,296	714,876
TOTAL IMPORTS	317,960	377,192	848,941	29,677	31,661	18,538	635,542	595,100	972,887
	Imports to end of May								
By Rail and River—									
Eastern Bengal and Assam	470,995	3,796,028	3,714,110	136,963	182,576	124,188	73,340	883,009	1,250,903
Bengal	4,711,504	2,195,612	2,148,913	57,101	24,110	13,027	5,524,750	3,137,303	1,339,512
United Provinces of Agra and Oudh	24,575	12,335	9,709	233	907	284	1,612	4,905	184
Panjab	...		...	1	...	87	250	3,641	314
Sind and British Baluchistan	...	...	...	...	59	...	...	...	11
Rajputana and Central India	...	...	...	...	...	4	...	69	...
Bombay	...	...	...	...	74	52	...	...	...
Central Provinces and Berar	647	347	376	2	2	...	38,512	56,832	5,093
Nizam's Territory	...	40	...	...	...	...	...	4	...
Madras	...	159	...	1	...	...	86	11,364	26,799
TOTAL	5,207,721	6,004,591	5,873,108	194,307	207,728	137,642	5,638,550	4,097,127	2,643,756
By Sea—									
Eastern Bengal and Assam	387	4,471	...	112	2,134	455	...	25	18,408
Bengal	146,764	92,622	77,888	1,867	...	...	97,867	79,282	864
Bombay	...	...	...	...	94	1	19	104	98
Sind and British Baluchistan	...	...	...	...	...	...	...	17,522	...
Madras	19	...	162	212	198	60	...	4,591	11,970
Burma	...	...	...	7	...	92	369,915	1,559,509	5,439,413
Non-British Ports in India	...	17	...	...	64	...	...	...	...
Foreign countries	29	...	302	840	375	226	359	3,413	61,403
TOTAL	147,199	97,110	78,352	3,038	2,865	834	468,160	1,664,446	5,532,235
TOTAL IMPORTS	5,354,920	6,101,701	5,951,460	197,345	210,593	138,476	6,106,710	5,761,573	8,175,979

C. W. E. COTTON,
Offg. Director-General of Commercial Intelligence.

B. ROBERTSON,
Secretary to the Government of India.

Calcutta, July 24, 1908.

☞ *Continuation Sheets of Supplement to the Gazette of India published at Calcutta.*

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

SANITARY.

PLAGUE.

Simla, the 23rd July, 1908.

The following preliminary statement of plague seizures and deaths reported in India, during the week ending the 18th July 1908, is published for general information:

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
Bombay Presidency and Sind.	Northern.	Bombay City	B., B. & C. I. & G. I. P.	31	28
		Dholera Port	B.-G.-J.-P.	.....	...
		Kaira District	" "	.....	...
		Broach Port	" "	.....	...
		Broach District	" "	.....	...
		Palanpur Agency	" "	.....	...
		Surat Town and Port	" "	.....	...
		Bulsar Port	" "	.....	...
		Surat District	" "	.....	...
		Jhara Port		.....	...
		Utan "	B., B. & C. I. & B.-G.-J.-P.	.....	...
		Vesava "	" "	.....	...
		Kelva "	B., B. & C. I.	.....	...
		Trombay "	G. I. P.	.....	...
		Tarapur "	B., B. & C. I.	.....	...
		Manori "	" "	.....	...
		Mahim "	" "	.....	...
		Darawai "		.....	...
		Dhanu "	B., B.	.....	...
		Bhiwndi "	G. I. P.	1	1
		Aghashi "	B., B. & C. I.	.....	...
		Shirgaon "	" "	.....	...
		Kurla "		.....	...
		Bassein "	B., B. & C. I.	.....	...
		Kalyan	G. I. P.	.....	...
		Thana "	"	.....	...
		Bandra "	B., B. & C. I.	.....	...
		Umbergaon Port	" "	.....	...
		Kon "		.....	...
		Thana District	G. I. P. & B., B. & C. I.	1	1
	Central.	Poona City	S. M. & G. I. P.	1	1
		Poona District	" "	9	7
		Satara "	S. M.	7	2
		East Khandesh District	G. I. P.	.....	...
		Sholapur Town	"	.....	...

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
Bombay Presidency and Sind.	Southern.	Alibag Port	G. I. P.	.....	...
		Thal "	.....	.....	...
		Mora "	G. I. P. & B., B. & C. I.	.....	...
		Panvel "	G. I. P.	.....	...
		Mahad "	.....	.....	...
		Nagothna Port	.....	.....	...
		Eshoi "	.....	.....	...
		Rolia "	G. I. P. & S. M.	.....	...
		Ashtami "	" "	.....	...
		Revdanda "	G. I. P. & S. M.	.....	...
		Kolaba District	G. I. P. & B., B. & C. I.	.....	...
		Ratnagiri Port	S. M.	.....	...
		Viziadrug "	"	.....	...
		Harnai "	"	.....	...
		Rajapur "	"	.....	...
		Vengurla "	"	.....	...
		Malwan "	.....	.....	...
		Jaitapur "	.....	.....	...
		Dabhal "	.....	.....	...
		Joigad "	.....	.....	...
		Deogad "	.....	.....	...
		Ratnagiri District	S. M.	.....	...
		Belgaum "	"	8	9
		Hubli Town	"	.....	...
		Dharwar "	"	3	3
		Karwar Port	"	.....	...
		Kumta "	"	.....	...
		Savantvadi State	"	.....	...
	Sind.	Karachi Town and Port	N. W.	14	15
		Karachi District	"	.....	...
		Hyderabad Town	"	.....	...
		Hyderabad District	" & J. B	.....	...
		Larkhana "	.....	.....	...
		Thar and Parkar District	J. B.	.....	...
		Upper Sind Frontier District	.....	.....	...
		Sukkur District	N. W.	.....	...
		Khairpur State	" & J. B.	.....	...
	Political Charges.	Akalkot State	G. I. P.	.....	...
		Aundh "	G. I. P. & S M.	.....	...
		Sholapur Agency	.....	.....	...
		Phaltan State	G. I. P. & S. M.	.....	...
		Tuna Port	Tuna-Anjar	.....	...

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
Bombay Presidency and Sind.	Political Charges.	Mundra Port	Tuna-Anjar	.....	...
		Bijapur Agency	" "	.....	...
		Cambay Port	B., B. & C. I.	.....	...
		Cambay State	"	.....	...
		Mandvi Port	"	.....	...
		Jakhau Port		.....	...
		Cutch State	Tuna-Anjar	2	2
		Savanur "	S. M.	.....	...
		Bhor "	G. I. P.	.....	...
		Mongrol Port	B.-G.-J.-P.	.....	...
		Mahuwa "	"	.....	...
		Jafrabad "	"	.....	...
		Vawania "	" (Morvi Sec.)	.....	...
		Jamnagar Town and Port	"	4	3
		Verawal Port	"	3	3
		Bhavnagar Town and Port	"	.....	...
		Kathiawar Agency	B., B. & C. I., Morvi & B.-G.-J.-P.	4	...
		Kolhapur and Southern Mahratta Country.	"	.....	...
		Sachin State	B., B. & C. I.	.....	...
		Dharampur State	"	.....	...
		Srivardhan Port	G. I. P. & S. M.	.....	...
		Murud "	S. M.	.....	...
		Barimandla "		.....	...
		Nandgaon "	G. I. P.	.....	...
		Majagaon "	"	.....	...
		Rajapuri "	S. M.	.....	...
		Janjira "	G. I. P.	.....	...
		Janjira State	"	.....	...
		Velan Port	"	.....	...
		Bet Port	B.-G.-J.-P.	2	3
		Dwarka Port	"	.....	...
		Baroda City	B., B. & C. I.	.....	...
		Billimora Port	"	.....	...
		Kodinar "	B.-G.-J.-P.	.....	...
		Baroda State	B., B. & C. I.	.....	...
		Satara Agency	S. M.	.....	...
		Jath State	"	.....	...
		Poona Agency	"	.....	...
		Surat Agency	B., B. & C. I.	.....	...
		Aden		.....	...
			TOTAL	90	78

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
MADRAS PRESIDENCY.	...	Madras City	Madras & S. M. & S. I.	.....	...
		Salem District	"	5	6
		Bellary Town	Madras & S. M.	.....	...
		Bellary Cantonment	"	.....	...
		Bellary District	"	.....	...
		Malabar District	"	4	6
		Kurnool "	"	.....	...
		North Arcot District	S. I. & Madras & S. M.	.....	...
		Cuddalore Port	Madras & S. M.	.....	...
		Mangalore "	"	.....	...
		Tinnevelly District	S. I.	.....	...
		Cuddapah "	Madras & S. M. & S. I.	.....	...
		Madura "	S. I.	.....	...
		Vizagapatam Port	B.-N. & Madras & S. M.	.....	...
		Vizagapatam District	" "	.....	...
		Coimbatore "	Madras & S.M., S. I. & Nilgiri	45 (a)	26
		Ganjam District	B. N.	.....	...
		Ermala Port		.....	...
		South Canara District	S. I. & Madras & S. M.	.....	...
		Ootacamund Town		5	6
		Nilgiris District	Madras & S. M.	1	...
		Chingleput "	S. I. & Madras & S. M	.....	...
		Godavari "	Madras & S. M.	.....	...
		Cannanore Port	"	5	4
		Tanjore District	S. I.	.....	...
		Trichinopoly "	"	.....	...
		Cochin State	Madras & S. M.	.....	...
		South Arcot District	"	.....	..
		Nellore District	"	.....	...
		Bimlipatam Port	"	.....	...
		Calingapatam "	"	.....	...
		Coconada "	"	.....	...
		Gopalpore "	B. N.	.....	...
		Calicut "	Madras & S. M.	.....	...
		Sandur State	"	.....	...
			TOTAL	65	48
BENGAL.	Presidency.	Calcutta	E. I., E. B. S. & B. N.	19 (a)	21
		24-Parganas District	E. B. S.	1	1
		Jessore District	"	.....	...
		Nadia "	"	.....	...
		Murshidabad District	" & E. I.	.....	..
		Khulna District	"	.....	...

(a) Two imported.

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
	Burdwan	Midnapore District	B. N.	.....	...
		Burdwan "	E. I.	.....	...
		Hooghly District	"	.....	...
		Howrah Town	E. I. & B. N.	.....	...
		Howrah District	E. I.	.....	...
		Birbhum "	"	.....	...
		Bankura "	B. N.	.....	...
	Patna	Saran District	B. & N.-W.	.....	...
		Gaya Town	E. I.	.....	...
		Gaya District	"	.....	...
		Muzaffarpur District	B. & N.-W.	.....	...
		Darbhanga District	"	.....	...
		Shahabad "	E. I.	.....	...
		Dinapore	"	.....	...
		Patna City	"	.....	...
		Patna District	"	.....	...
BENGAL.	Bhagalpur	Monghyr Town	E. I.	.....	1
		Monghyr District	"	.....	...
		Darjeeling District	D. H.	.....	...
		Bhagalpur Town	E. I.	.....	...
		Bhagalpur District	" & B. & N.-W.	.....	...
		Purnea "	E. B. S.	.....	...
		Sonthal Parganas District	E. I.	.....	...
	Chota Nagpur.	Palamau District	E. I.	.....	...
		Manbhum District	E. I. & B. N.	.....	...
		Singhbhum District	B. N.	.....	...
		Hazaribagh "	E. I.	.....	...
		Gangpur State	B. N.	.....	...
	Orissa	Cuttack District	B. N.	.....	...
		Sambalpur "	"	.....	...
			TOTAL	20	23

Presidency or Province.	Division.	District and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
United Provinces.	Meerut	Dehra Dun District	O. & R.	.....	...
		Meerut City	N. W.	.....	...
		Meerut Cantonment	"	.....	...
		Meerut District	" O. & R. & E. I.	.....	...
		Muzaffarnagar City	"	.....	...
		Muzaffarnagar District	"	.....	...
		Aligarh City	E. I. & O. & R.	.....	...
		Koil City		.....	...
		Hathras City	B., B. & C. I. & E. I. R.	.....	...
		Aligarh District	E. I. & O. & R.	.....	...
		Saharanpur City	O. & R. & N. W.	.....	...
		Hardwar Union	"	.....	...
		Roorkee Town	"	.....	...
		Saharanpur District	" & N. W.	.....	...
		Bulandshahr "	E. I.	.....	...
	Agra	Etawah City	E. I.	.....	...
		Etawah District	"	.....	...
		Fategarh	B., B. & C. I.	.....	...
		Furrukabad Town	" " & E. I.	.....	...
		Furrukabad District	" " "	.....	...
		Mainpuri District	E. I.	.....	...
		Agra City	B., B. & C. I., G. I. P. & E. I.	.....	...
		Agra District	" " " "	.....	...
		Etah "	"	.....	...
		Muttra City	" & G. I. P.	.....	...
		Muttra District	" "	.....	...
	Rohilkhand.	Bareilly City	R. & K. & O. & R.	.....	...
		Bareilly District	" "	.....	...
		Shahjahanpur City	" "	.....	...
		Shahjahanpur District	" "	.....	...
		Budaun District	O. & R. & B., B. & C. I.	.....	...
		Bijnor Town	"	.....	...
		Bijnor District	"	.....	...
		Moradabad City	" & R. K.	.....	...
		Moradabad District	" "	.....	...
		Pilibhit District	R. K.	.....	...

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
United Provinces.	Allahabad.	Allahabad City	E. I. & O. & R.	.....	...
		Allahabad District	" "	.....	...
		Cawnpur City	" " B., B. & C. I. & G. I. P. (I. M. Sec.)	.....	...
		Cawnpur District	" " " "	.....	...
		Fatehpur "	E. I.	.....	...
		Banda "	G. I. P. (I. M. Sec.) & E. I.	.....	...
		Jhansi City	" (")	.....	...
		Jhansi District	" (")	.....	...
		Hamirpur "	" (")	.....	...
		Jalaun "	" (")	.....	...
	Benares.	Benares Cantonment	B. & N. W. & O. & R.	.....	...
		Benares City	" " "	.....	...
		Benares District	" " " & E. I.	.....	...
		Ballia "	"	.....	...
		Jaunpur City	O. & R.	.....	...
		Jaunpur District	" & B. & N. W.	.....	...
		Ghazipur "	E. I. & B. & N. W.	.....	...
		Mirzapur City	"	.....	...
		Mirzapur District	" & O. & R.	.....	...
	Gorakhpur.	Azamgarh City	E. I.	.....	...
		Azamgarh District	"	.....	...
		Gorakhpur City	B. & N. W.	.....	...
		Gorakhpur District	"	.....	...
		Basti District	"	.....	...
	Kumaun	Naini Tal District	O. & R.	.....	...
		Garhwal "	"	.....	...
	Lucknow.	Unao District	O. & R. & B. & N. W.	.....	...
		Lucknow City	" " & R. K.	.....	...
		Lucknow District	" "	.....	...
		Hardoi "	"	.....	...
		Rae Bareli "	"	.....	...
		Sitapur "	R. K.	.....	...
		Kheri "	"	.....	...

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
United Provinces.	Fyzabad.	Bahraich District	B. & N. W.	.....	...
		Gonda "	"	.....	...
		Partabgarh "	O. & R.	.....	...
		Sultanpur "	"	.....	...
		Ajodhya	" & B. & N. W.	.....	...
		Fyzabad City	"	.....	...
		Fyzabad District	"	.....	...
		Bara Banki Town	B. & N. W. & O. & R.	.....	...
		Bara Banki District	" "	.....	...
			TOTAL	.....	...
Punjab.	Delhi	Gurgaon District	B., B. & C. I.	.....	...
		Hissar "	" & N. W.	.....	...
		Karnal "	E. I.	.....	...
		Simla "	K. S.	.....	...
		Delhi District	E. I., N. W., O. & R., G. I. P. & B., B. & C. I.	.....	...
		Ambala "	N. W. & E. I.	.....	...
		Ludhiana "	"	.....	...
		Rohtak "	"	.....	...
	Jullundur	Jullundur City	N. W.	.....	...
		Jullundur District	"	.....	...
		Hoshiarpur "	"	3	3
		Ferozepur "	"	.....	...
		Kangra "	"	.....	...
	Lahore.	Amritsar City	N. W.	.....	...
		Amritsar District	"	1	1
		Gurdaspur "	"	.....	...
		Lahore City	"	.....	...
		Lahore District	"	3	3
		Gujranwala District	"	.....	...
		Montgomery City	"	.....	...
		Montgomery District	"	.....	...
		Sialkot "	"	.....	...

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
PUNJAB	Rawalpindi.	Rawalpindi District	N. W.	.....	...
		Gujrat "	"	.....	...
		Shahpur "	"	.....	...
		Jhelum "	"	.....	...
		Attock "	"	.....	...
	Multan	Mianwali District	N. W.	.....	...
		Lyallpur "	"	.....	...
		Jhang "	"	.....	...
		Muzaffargarh "	"	.....	...
		Multan "	"	.....	...
	...	Patiala City	Rajpura-Bhatinda (N. W. Ry.)	.....	...
		Patiala State	N.W., E.I., B., B. & C. I & J. B.	.....	...
		Maler Kotla State	"	.....	...
		Jind "	"	.....	...
		Nalagarh "	"	.....	...
		Nabha "	"	.....	...
		Bahawalpur "	"	.....	...
			TOTAL	7	7
BURMA	Pegu	Rangoon Town	Burma	35	32
		Hanthawaddy District	"	.....	...
		Pegu "	"	11	11
		Tharrawaddy "	"	14	14
		Prome "	"	1	1
	Irrawaddy	Maubin District	Burma	14	11
		Bassein "	"	11	9
		Henzada "	"	19	18
		Pyapon "	"	4	4
		Myaungmya "	"	19	13

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
BURMA	Tenasserim	Toungoo District	Burma	.....	...
		Thaton "	"	1	1
		Moulmein Town	"	25	24
		Amherst (Moulmein) District	"	5	5
		Tavoy District	"	.....	...
	Minbu	Thayetmyo District	Burma	.....	...
		Pakokku "	"	.....	...
		Minbu "	"	.....	...
		Magwe "	"	.....	...
	Mandalay	Mandalay Town	Burma	.....	...
		Maymyo Town	"	.....	...
		Mandalay District	"	2	2
		Myitkyina "	"	.....	...
		Bhamo "	"	7	6
	Sagaing	Shwebo District	Burma	.....	...
		Lower Chindwin (Monywa) District	"	.....	...
		Sagaing District	"	1	1
	Meiktila	Myingyan District	Burma	.....	...
		Yamethin "	"	1	1
		Kyaukse "	"	.....	...
		Meiktila "	"	.....	...
		Northern Shan States	"	.....	...
			TOTAL	170	158
EASTERN BENGAL AND ASSAM	Rajshahi	Pabna District	E. B. S.	.....	...
		Malda "	"	.....	...
	Assam Valley Districts	Goalpara "	"	.....	...
	Dacca	Dacca Town	"	.....	...
		Dacca District	"	.....	...
		Faridpur District	"	.....	...
		Manipur State		.....	...
			TOTAL	.....	...

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
Central Provinces (including Berar).	Nagpur	Nagpur City	B. N. & G. I. P.	.....	...
		Kamptee Cantonment	B. N.	.....	...
		Kamptee Town	"	.....	...
		Nagpur District	B. N. & G. I. P.	.....	...
		Wardha Town	G. I. P.	.....	...
		Wardha District	"	.....	...
		Chanda Town	"	.....	...
		Chanda District	"	.....	...
		Bhandara Town	B. N.	.....	...
		Bhandara District	"	.....	...
		Balaghat Town	"	.....	...
		Balaghat District	"	.....	...
	Jubbulpore.	Jubbulpore Town	E. I. & G. I. P.	.....	...
		Jubbulpore Cantonment	" "	.....	...
		Jubbulpore District	" "	.....	...
		Damoh Town	G. I. P. (I. M. Sec.)	.....	...
		Damoh District	" (")	.....	...
		Saugor Cantonment	" (")	.....	...
		Saugor Town	" (")	.....	...
		Saugor District	" (")	.....	...
		Chappara Town	" (")	.....	...
		Seoni Town	B. N.	.....	...
		Seoni District	"	.....	...
		Mandla "	"	.....	...
	Nerbadda	Khandwa Town	B., B. & C. I. & G. I. P.	.....	...
		Burhanpur "	G. I. P.	.....	...
		Nimar District	G. I. P. & B., B. & C. I.	.....	...
		Pachmari	G. I. P.	.....	...
		Hoshangabad Town	"	.....	...
		Hoshangabad District	"	.....	...
		Narsingpur Town	"	.....	...
		Narsingpur District	"	.....	...
		Betul "	"	.....	...
		Chhindwara Town	"	.....	...
		Chhindwara District	B. N.	.....	...
	Chhattisgarh.	Drug Town	B. N.	.....	...
		Drug District	"	.....	...
		Bilaspur Town	"	.....	...
		Bilaspur District	"	.....	...
		Raipur Town	"	.....	...
		Raipur District	"	.....	...

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
CENTRAL PROVINCES (INCLUDING BERAR).	Berar	Akola Town	G. I. P.	.....	...
		Akola District	"	.....	...
		Buldana Town	"	.....	...
		Buldana District	"	.....	...
		Yeotmal Town	"	.....	...
		Yeotmal District	"	.....	...
		Ellichpur City	"	.....	...
		Amraoti Town	"	.....	...
		Amraoti District	"	.....	...
			TOTAL	.....	...
COORG ...	...	Coorg		.....	...
			TOTAL	.....	...
MYSORE STATE.	...	Bangalore Civil and Military Station	Madras & S. M.	3	3
		Bangalore City	"	.....	...
		Bangalore District	"	11	9
		Mysore City	"	1	2
		Mysore District	"	29	36
		Kadur "	"	7	16
		Hassan "	"	.....	...
		Kolar "	"	6	2
		Kolar Gold Fields	"	.....	...
		Tumkur District	"	.....	...
		Shimoga "	"	6	4
		Chitaldrug "	"	.....	...
			TOTAL	23	72

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
		Indore City	B., B. & C. I.	.....	...
		Indore State	" & G. I. P.	.....	...
		Indore Residency	"	.....	...
		Ujjain City	" & G. I. P.	.....	...
		Gwalior "	G. I. P.	.....	...
		Gwalior State (portion in Bhopal)	B., B. & C. I. & G. I. P.	.....	...
		Dhar State	G. I. P. (I. M. Sec.) & Gwalior	.....	...
		Pathari "	" (")	.....	...
		Malwa Agency	Rajputana-Malwa	.....	...
		Sundersi Pergana (in the Bhopal Agency)		.....	...
		Nagode State		.....	...
		Bhopal City	G. I. P.	.....	...
		Bhopal State	"	.....	...
		Sagore (Gwalior)		.....	...
		Shahjahanpur (Gwalior)		.....	...
		Guaranteed Holding, in Bhopal Agency	G. I. P.	.....	...
		Maksudangarh State	G. I. P. (I. M. Sec.)	.....	...
		Mhow Cantonment	B., B. & C. I. (Rajputana-Malwa)	.....	...
		Nimach "	"	.....	...
		Orchha State	"	.....	...
		Rutlam City	"	.....	...
CENTRAL INDIA.	...	Rutlam State	"	.....	...
		Dewas Town	"	.....	...
		Dewas State	G. I. P.	.....	...
		Narsingarh State	"	.....	...
		Guaranteed Holdings in Malwa Agency		.....	...
		Tonk State (portion in Central India)	G. I. P.	.....	...
		Baghelkhand Agency States	E. I. & B. N.	.....	...
		Rewa Town		.....	...
		Rewa State	E. I.	.....	...
		Sehore Cantonment	G. I. P.	.....	...
		Sehore State	"	.....	...
		Rugoo State	"	.....	...
		Datia City	"	.....	...
		Datia State	"	.....	...
		Sailana Town	B., B. & C. I.	.....	...
		Sailana State	"	.....	...
		Sitaman "	"	.....	...
		Piploda "	"	.....	...
		Bagli "	"	.....	...
		Jhabua "	"	.....	...
		Jaora Town	"	.....	...
		Jaora State	"	.....	...

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
CENTRAL INDIA.	...	Agar Military Station	G. I. P.	.....	...
		Manpur	B., B. & C. I.	.....	...
		Rajgarh State	G. I. P.	.....	...
		Kurwai "	"	.....	...
		Barwani State	" & B., B. & C. I.	.....	...
		Lashkar City	"	.....	...
			TOTAL	.....	...
RAJPUTANA AND AJMER-MERWARA.	...	Bharatpur State	B., B. & C. I.	.....	...
		Ajmer City	"	.....	...
		Ajmer District	"	.....	...
		Deoli	"	.....	...
		Ajmer-Merwara District	"	.....	...
		Abu Road	"	.....	...
		Mewar State	"	.....	...
		Partabgarh State	"	.....	...
		Chitor (Udaipur) State	"	.....	...
		Tonk State	"	.....	...
		Marwar State (Jodhpur)	J. B.	.....	...
		Jaipur City	B., B. & C. I.	.....	...
		Jaipur State	"	.....	...
		Kishengarh Town	"	.....	...
		Bikaner State	J. B.	.....	...
		Jhallawar "	G. I. P. & B., B. & C. I.	.....	...
		Kotah "	B., B. & C. I.	.....	...
		Sirohi "	"	.....	...
		Shahpura "	G. I. P.	.....	...
		Dholpur	"	.....	...
		Alwar City	B., B. & C. I.	.....	...
		Alwar State	"	.....	...
		Beawar	"	.....	...
		Karauli State	"	.....	...
		Banswara Town	"	.....	...
		Banswara State	"	.....	...
			TOTAL	.....	...
KASHMIR	...	Jammu City	N. W.	.....	...
		Jammu District	"	.....	...
		Mirpur "	"	.....	...
		Kathua "	"	.....	...
			TOTAL	.....	...
				.....	...

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
N.-W. F. PROVINCE	...	Abbottabad Town	N. W.	.....	...
		Hazara District	"	.....	...
		Bannu "		.....	...
		Kohat Cantonment	N. W.	.....	...
		Kohat Town	"	.....	...
		Kohat District	"	.....	...
		Dera Ismail Khan Town	"	.....	...
		Dera Ismail Khan Cantonment	"	.....	...
		Dera Ismail Khan District	"	.....	...
		Peshawar Town	"	.....	...
		Peshawar Cantonment	"	.....	...
		Nowshera "	"	.....	...
		Peshawar District	"	.....	...
		Khyber Agency	"	...	...
			TOTAL	.....	...
BALUCHISTAN	...	Sonmiani	N. W.	.....	...
		Hirok	"	.....	...
		Sibi	"	.....	...
		Fort Sandeman	"	.....	...
		Las Bela State	"	.....	...
			TOTAL	.....	...
			GRAND TOTAL	445	381

H. A. STUART,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Rainfall summary for the seven days ending at 8 hrs. on Thursday, the 23rd July 1908, based on the Indian Daily Weather Reports of the period.

At the beginning of the week the trough of low pressure was close against the Himalayas and the Bay current was confined to northeast India and Burma where widespread rainfall occurred except in central Burma. On the 18th however a shallow depression passed from the Bay into deltaic Bengal and as it moved westward it brought the trough of low pressure away from the hills and permitted the Bay monsoon to extend up the Gangetic plain, at the same time causing a large increase in rainfall in the east of Central India and adjacent districts. The depression probably passed westward through south Rajputana into lower Sind which it reached on the 23rd and gave heavy rain to the south of its track. On the 21st another ill-defined depression was developing at the head of the Bay and by the morning of the 23rd had reached the east of Central India where it caused moderately heavy rain. At the end of the period the Bay monsoon current was weak and rainfall due to it was generally light and scattered except in Lower Burma, while the Arabian Sea current was giving less than the usual amount of rain, and its rainfall was restricted chiefly to the neighbourhood of the two depressions and to the west coast of the Peninsula.

Burma.—On the 19th rainfall occurred over the whole province except in some of the central districts: on the remaining days it was nearly general in Lower Burma and local in Upper Burma. Skies were moderately to heavily clouded and temperature was normal.

Northeast India including Orissa.—Rain fell in all parts of the division, especially in the southern half, being most widespread on the 17th. Cloud was moderate to heavy except in the northern districts, where it was often only light. Temperature differed from the normal by only small amounts.

The United Provinces, Central India and the Central Provinces.—Most of the rainfall of the past week occurred in the south of the United Provinces, Central India and the north of the Central Provinces, but all parts of the division received some rain. Skies were lightly to moderately clouded in the United Provinces and moderately to heavily overcast elsewhere. Temperature was normal or in defect, the deficiency occurring chiefly in the daytime and in the east of Central India.

Northwest India.—Rainfall was confined to the eastern and northern districts of the division up to the end of the week and occurred chiefly in east Gujarat, Rajputana and along the Himalayas, but on the 23rd moderate to heavy rain was reported from lower Sind. Skies were moderately to heavily clouded except in the plains of Upper India and temperature was generally normal or in defect, the deficiency being most marked in the maximum.

The Peninsula.—Only a few falls of rain occurred, apart from the west coast, where rain was nearly general on every day of the week. Cloud was moderate to heavy except on the 20th, and temperature was approximately normal.

The following summarises the chief rainfall amounts of the week as reported at 8 hrs. each day:—

July 17th. Thayetmyo 2·08″, Bhamo 1·86″, Calcutta 2·63″, Burdwan 2·33″, Sambalpur 2·36″, Nowgong 1·92″, Murree 2·65″ and Karwar 3·76″.

July 18th. Bassein 5·05″, Calcutta 3·14″, Hazaribagh 2·78″, Allahabad 4·44″, Meerut 2·31″, Nowgong 3·22″, Mount Abu 3·44″, Goa 5·80″ and Mormugao 5·01″.

„ 19th. Moulmein 3·48″, Myitkyina 1·68″, Ranchi 1·86″, Dehra Dun 3·10″ Roorkee 2·99″, Jhansi 3·75″, Kotah 4·00″, Goa 4·60″, Mormugao 4·26″ and Calicut 3·18″.

„ 20th. Mergui 4·22″, Tavoy 3·15″, Moulmein 3·62″, Akyab 4·05″, Jhansi 1·75″, Agra 3·02″, Sutna 3·32″, Nowgong 1·84″, Pendra 2·61″, Mount Abu 4·19″ and Karwar 5·44″.

„ 21st. Tavoy 3·05″, Bassein 3·07″, Calcutta 2·87″, Benares 2·84″, Saugor 4·53″, Pachmarhi 3·47″, Kotah 6·04″, Mangalore 4·09″ and Mercara 3·09″.

„ 22nd. Ranchi 1·79″, Neemuch 2·25″, Jodhpur 3·34″, Mount Abu 6·95″, Udaipur 2·32″ and Karwar 5·64″.

„ 23rd. Jhansi 1·98″, Nowgong 2·82″, Sutna 1·56″, Hyderabad (Sind) 1·87″, Mount Abu 3·64″, Karwar 4·49″ and Mangalore 3·97″.

The week's rainfall has made the seasonal rainfall normal in the east of Central India and has changed the previous defect into an excess in east Rajputana. On the other hand the rainfall of the period has now become in defect in Hyderabad (North), and the excess previously shown in Gujarat and Berar has almost disappeared.

DIVISION.	Rainfall data for week ending on 23rd July 1908.			Rainfall data from 1st May 1908 to 23rd July 1908.				
	Average actual rainfall in inches.	Average normal rainfall in inches.	Excess or defect in inches.	Average actual rainfall of season to date in inches.	Average normal rainfall in inches.	Excess or defect in inches.	Seasonal percentage departure from normal. This week.	Seasonal percentage departure from normal. Last week.
1	2	3	4	5	6	7	8	9
Stations in the Bay	8·1	3·1	+5·0	64·3	47·3	+17·0	+36	+27
Lower Burma	9·9	8·5	+1·4	70·9	67·2	+3·7	+6	+4
Upper Burma	1·2	1·7	−0·5	15·4	18·3	−2·9	−16	−14
Assam	1·8	3·1	−1·3	42·8	42·3	+0·5	+1	+5
Eastern Bengal	1·6	3·4	−1·8	37·1	39·8	−2·7	−7	−2
Bengal	4·3	2·7	+1·6	38·0	25·9	+12·1	+47	+45
Orissa	4·0	4·1	−0·1	23·6	25·4	−1·8	−7	−8
Chota Nagpur	5·4	3·5	+1·9	25·7	22·8	+2·9	+13	+5
Bihar	1·0	2·7	−1·7	12·1	20·8	−8·7	−42	−39
United Provinces, East	2·7	2·9	−0·2	12·4	16·0	−3·6	−23	−25
United Provinces, West	3·5	3·0	+0·5	16·2	16·6	−0·4	−2	−7
Punjab, East and North	1·4	1·5	−0·1	8·5	9·4	−0·9	−10	−9
Punjab, South-west	0·4	0·6	−0·2	5·0	3·7	+1·3	+35	+48
Kashmir	0·3	0·5	−0·2	2·3	3·0	−0·7	−23	−23
N.-W. Frontier Province	0	0·4	−0·4	1·1	2·4	−1·3	−54	−50
Baluchistan	0·3	0·2	+0·1	0·4	0·8	−0·4	−50	−83
Sind	0·9	0·5	+0·4	6·2	2·3	+3·9	+170	+194
Rajputana, West	3·3	0·9	+2·4	8·5	4·9	+3·6	+73	+28
Rajputana, East	4·6	1·6	+3·0	11·0	9·1	+1·9	+21	−13
Gujarat	1·4	2·8	−1·4	15·4	13·7	+1·7	+12	+28
Central India, West	2·6	2·2	+0·4	11·2	12·8	−1·6	−13	−18
Central India, East	9·9	3·5	+6·4	19·4	18·4	+1·0	+5	−36
Berar	0·5	2·6	−2·1	14·9	14·6	+0·3	+2	+20
Central Provinces, West	2·3	3·7	−1·4	17·1	20·3	−3·2	−16	−10
Central Provinces, East	1·6	4·7	−3·1	19·9	22·2	−2·3	−10	+5
Konkan	14·3	7·5	+6·8	57·1	55·9	+1·2	+2	−12
Bombay Deccan	1·0	1·6	−0·6	9·1	11·1	−2·0	−18	−14
Hyderabad, North	0·3	2·2	−1·9	9·2	11·5	−2·3	−20	−6
Hyderabad, South	0·3	1·4	−1·1	5·9	9·4	−3·5	−37	−30
Mysore	0·7	0·6	+0·1	10·6	9·5	+1·1	+12	+11
Malabar	12·3	4·9	+7·4	55·2	55·2	0	0	−15
Madras, South-east	0·3	0·5	−0·2	4·1	4·9	−0·8	−16	−14
Madras Deccan	0·2	0·7	−0·5	3·7	7·0	−3·3	−47	−46
Madras Coast, North	0·7	1·2	−0·5	5·8	9·7	−3·9	−40	−40

J. PATTERSON,
for Offg. Director-General of Observatories.

R. W. CARLYLE,
Secretary to the Government of India.

SIMLA;
The 23rd July 1908.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Season and Crop Prospects for the week ending Saturday, 18th July 1908.

Burma.—Good and sufficient rain has fallen in most places except in Central Burma where the rainfall was slight and insufficient. Ploughing for and sowing of autumn rice are progressing, and transplanting has commenced in parts. In Upper Burma sowing of sesamum, cotton and ground-nut is completed in some places and continues in others. Cultivation of miscellaneous crops on uplands is in progress. The state of standing crops on the whole is fair, but rain is much needed in the dry zone generally. Other sesamum and cotton in the plains chiefly are withering in some parts. The price of unhusked rice has risen considerably in two districts and slightly in three others; it has fallen slightly in one district.

Eastern Bengal and Assam.—Light to moderate rain has fallen throughout the Province. More rain is urgently wanted in Rangpur, Dinajpur and Darrang for cultivation of transplanted winter rice. Harvesting of summer rice and cultivation of transplanted winter rice are in progress. Cutting of jute is going on in most districts. Prospects of summer rice, jute and other standing crops are generally favourable. Plucking and manufacture of tea continue and prospects are good in Jalpaiguri, Sibsagar and Cachar; poor in Darrang and fair elsewhere. Cattle-disease is reported from eight districts. Prices:—common rice has risen at ten and has fallen at twelve stations.

Bengal.—The rainfall during the week was heavy in the Burdwan and Chota Nagpur divisions and also in the 24-Parganas, Champaran, Darbhanga, Purnea, Darjeeling, Sambalpur and Cooch Behar and elsewhere generally light. The recent rainfall in Bihar has much benefited standing crops and facilitated sowing of autumn crops and transplanting of paddy. More rain is still wanted in Patna, Gaya, Shahabad, Bhagalpur and Purnea. Transplantation of winter rice is in progress throughout the Province. Weeding of jute is going on. Sugarcane is doing well. The condition of the jute crop on low lands in most districts of the Presidency division is not favourable owing to recent heavy rainfall. Continued rain has hindered agricultural operations in the Sadar sub-division of the Sambalpur district where some damage has been done to cotton plants by caterpillars. The price of common rice has risen in the 24-Parganas, Nadia, Muzaffarpur, the Sonthal Parganas, Puri and Hazaribagh; has fallen in Hooghli, Patna, Saran and Balasore and is stationary in the remaining districts. Stocks of food-grains are insufficient in Nadia, Murshidabad, Balasore and Palamau. The fodder and water-supply is sufficient. Cattle-disease is reported from Jessore, Shahabad, Darbhanga, Monghyr, Bhagalpur, Purnea, Sambalpur, Hazaribagh, Ranchi, Palamau and Manbhum. Gratuitous relief was given to 26,100 persons of whom 15,162 were in Orissa. The number of persons on test works in Bankura, Nadia, Jessore, Cuttack, Balasore, Angul, Puri, Hazaribagh and Ranchi was 14,308 and the number on famine relief works in Ranchi 4,722.

The weekly report on the famine and scarcity is as follows:—Ranchi district—In the declared area, workers exclusive of dependants, 6,884; on gratuitous relief:—(*a*) dependants of workers 18; (*b*) in poor-houses or kitchens *nil* and (*c*) on village doles or other relief 3,241; total on gratuitous relief 3,259. In the undeclared area workers 1,235; on gratuitous relief 335. Grand total on relief in both areas, 11,713. Prices vary from 5 to 6 seers per rupee. There is no change in the condition of the affected tracts. The season is favourable. There was some risk of upland crops being damaged by excessive rain but there are signs of a break now. No fresh areas are affected. The numbers on relief have fallen on account of heavy rain. Fever is very prevalent.

United Provinces.—Good rain has fallen everywhere. The heaviest falls are 8½ inches in Lucknow, 7 inches in Muttra and 6 inches or more in Agra, Aligarh, Etawah, Mainpuri, Farrukhabad, Allahabad, Jaunpur and Mirzapur. Rain is sufficient everywhere for autumn sowings which are completed or nearing completion in several districts and elsewhere are in full swing. In a few districts more rain is required for rice. Germination has been good. Fields are being ploughed for spring crops. Sugarcane is in good condition though slightly injured by white-ants in four districts. Floods have done some damage to sugarcane in Shahjehanpur and to cotton in Agra. Prices remain very high and in general are stationary. They have risen in two and have fallen in one district. Imports continue large in some of the famine districts and grain is still being imported into the hills. Scarcity of fodder and water is at an end and the condition of agricultural stock is improving.

The weekly report on the famine and scarcity is as follows:—Prospects are much improved by recent rain. There has been a further decrease of over 83,000 in the numbers on relief. Workers have decreased by over 118,000 and are everywhere leaving works for agricultural operations. The number on gratuitous relief has risen by 35,000. Relief works have been closed in Muttra and Allahabad and final doles to those on gratuitous relief are being given in several less affected districts. The condition of the people is good and cholera and small-pox are rapidly abating. Quinine is being distributed free in all

famine districts. Charitable money is being utilized for purchase of cattle and clothing. 3,050 persons are on relief on private works. The numbers on Government relief are:—on relief works 157,927; on aided works 24,523; dependants 1,303; on gratuitous relief 544,103; in poor-houses 2,486; total 730,342. The largest total figures are:—Bahraich 156,397; Mirzapur, with Family Domains, 85,560; Kheri 84,708; Banda 61,458; Sitapur 56,284 and Gonda 53,899. Prices:—Garhwal 5; Almora 6¼; Chakrata 8; Kheri and Hamirpur 9; Mirzapur 6½ to 10; Jalaun 9⅜; Jhansi 9⅞; Banda 9 7/16; Allahabad 10 7/16; elsewhere 11 to 13 seers per rupee.

Punjab.—Good rain fell all over the Province except at a few stations in the south-western districts where moderate rain was received. The price of wheat is falling in Hissar, Gurgaon, Ambala, Ludhiana, Ferozepore, Sialkot, Gujranwala and Rawalpindi and is rising in Jullundur, Amritsar and Lyallpur. Wheat is selling between warning and scarcity rates in Gurgaon, Delhi, Lahore, Gujranwala, Rawalpindi, Mianwali, Lyallpur, Jhang and Multan; at scarcity rates in Ferozepore, Sialkot and Shahpur and above scarcity rates in all other districts. Prices of other food-grains are above scarcity rates everywhere. Sowings of autumn crops continue on irrigated and unirrigated areas. More rain is still wanted in parts of Ambala and Jullundur. Standing crops are in good condition and have generally improved owing to recent rains. Cattle are generally in good to fair condition. Fodder is scarce in Gurgaon, Delhi, Ferozepore, Sialkot and parts of Ambala and Multan. There is no complaint regarding the water-supply. 942 persons attended the famine test works in Gurgaon against 1,062 last week.

North-West Frontier Province.—Some rain fell in the Peshawar and Bannu districts during the week but none in Dera Ismail Khan. It was beneficial to standing crops and to autumn sowings. More rain is required in every district. Harvesting of extra spring crops continues in Bannu with outturn average. *Charri*, maize, *mong* and *moth* sowings are in progress in Peshawar. The condition of standing crops is average both on irrigated and unirrigated areas. Fodder is procurable. The water-supply is sufficient except in the Swabi tahsil of the Peshawar district. Irrigation from the Paharpur Canal in Dera Ismail Khan and from Government canals in Peshawar is satisfactory. The river Indus is rising and the rivers of the Peshawar district are also in flood. The health of the people is generally good but cholera is still prevailing in the Peshawar district. The condition of cattle is good except in village Aman Kot in the Nowshera tahsil of the Peshawar district. Prices are nearly stationary. Wheat is selling from 9½ to 14; maize from 11⅜ to 17; gram from 9⅓ to 13 and *bajra* from 11 to 13 seers per rupee.

Jammu.—The rainfall during the week was good. Prices are fluctuating. Wheat is selling from 8 to 14 and maize from 8 to 18 seers per rupee. The condition of standing crops is fair. Fodder is still insufficient in certain tahsils of the Province. Autumn sowings are in progress generally all over the Province.

Kashmir.—The weather is bright and warm. The condition of standing crops is average. Prices are almost stationary.

Rajputana.—There has been good rainfall in Alwar and the Eastern States averaging between 7¼ and 9½ inches. Bundi reports 5¾ inches; elsewhere the amounts registered vary between 70 cents and 3½ inches. Only slight showers fell at Ajmer and Udaipur while there was no rain in parts of Marwar. Agricultural operations are satisfactory except in the Kotah district of the hill tracts of Mewar where they are retarded owing to heavy rain. The condition of cattle is good. The fodder and water-supply is sufficient. Prices have not as yet been much affected; they have risen by ½ to 1 seer in Sirohi, Banswara and Kishangarh and have fallen to the same extent in Marwar, Jaisalmer, Shahpura and Tonk. Special public works are closed in Banswara and about to close in Ajmer but they are still open in the Eastern States. The total numbers on relief are 2,000 or a decrease of 1907 on the previous week's figures.

Central India.—The rain during the week was general. A break is needed in Bhopawar. Autumn sowings have commenced in Gwalior; have been finished in parts of Bhopawar and Malwa and are in progress elsewhere. Weeding is in progress in Malwa and parts of Bhopawar. Agricultural stock is fair to good. Cattle-disease prevails in parts of Indore, Bhopal, Bundelkhand and Bhopawar. Fodder is indifferent in Bhopal; scarce in parts of Gwalior and sufficient elsewhere. Prices are fluctuating in parts of Malwa and are high but steady elsewhere.

The weekly report on the famine and scarcity is as follows:—The general situation is unaltered. The numbers on works have greatly fallen owing to labourers returning to their homes and being engaged in agricultural operations. Prices:—Bundelkhand Agency 8½ to 9½; Indore 9 to 9½ and the Bhopawar Agency 8½ to 12 seers per rupee. The numbers on relief are:—Rewa—on works 8,000; on gratuitous relief 2,500. In the rest of Baghelkhand—on works 1,000; on gratuitous relief 500; total for the Agency—on works 9,000; on gratuitous relief 3,000; on both kinds of relief 12,000. In the Bundelkhand Agency—on works 3,000; on gratuitous relief 3,000. In the Indore State—on works 1,000; on gratuitous relief 38,000. In the Bhopawar Agency, Jhabua State—figures not received. In Manpur—on works 134 and in the Gwalior Residency area 125. Grand total—on works 13,259; on gratuitous relief 44,000; on both kinds of relief 57,259.

Central Provinces.—Light to moderately heavy rain fell during the week; the heaviest falls in inches were:—Saugor 5¾; Bilaspur 5; Balaghat 4 and Damoh 3½. The rainfall registered in Nimar, Chhindwara, Betul, Nagpur, Wardha, Raipur and the districts of Berar was below 1 inch. In the other districts the rainfall ranged from 1·12 to 2·35 inches. Sowings of autumn crops are in rapid progress. Germination of crops already sown is good but in Betul it was slightly defective on black soil and in parts of Bhandara resowings were necessary where late rice did not germinate properly. Weeding operations continue in Damoh, Betul, Chhindwara, Wardha, Nagpur, Chanda in the districts of Berar and in most districts of the Nerbudda Valley. Transplantation of rice has commenced in Chanda, Bhandara and Balaghat. Slight damage by insect pests is reported from Seoni and Bhandara. The condition of cattle is improving generally though there is still some mortality amongst them in Mandla, Betul, Chhindwara and Chanda. Prices:—wheat fell by ¼ seer per rupee in Jubbulpore, Narsinghpur, Hoshangabad and Drug and rose by ¼ seer in Bilaspur and 1¼ seers in Balaghat. Gram sold cheaper by ½ seer in Hoshangabad, Raipur and Yeotmal and dearer by ½ seer in Balaghat. Rice became cheaper by 1½ seers in Raipur and *juar* by ¼ to 1¼ seers in Saugor, Hoshangabad, Akola and Yeotmal and rose by ¼ seer in Nimar and Chanda.

Feudatory States.—The heaviest falls of rain registered were, in inches:—Korea 10; Sirguja 8 and Sakti 7½. Elsewhere the rainfall measured from 1 to 5 inches. Sowings of autumn crops are still in progress. Thinning operations commenced in Sarangarh and Sakti. Fodder and water are ample. The price of rice rose by 2 seers per rupee in Sarangarh and fell by 1 seer in Raigarh. Prices elsewhere remained steady.

The weekly report on the famine and scarcity is as follows:—The northern districts of Saugor and Damoh have this week received good rain while elsewhere the monsoon continues favourable and prospects are hopeful. Village relief works are now open in the Damoh district only. Public works are attracting a decreased number of labourers, but the workers on the Itarsi-Nagpur Railway are still increasing. Village relief on a small scale has been sanctioned in the Narsinghpur district. The number on this form of relief continue to raise in all districts owing to admission of non-working dependants of those employed on agricultural labour. The number of weavers relieved in Nagpur is still increasing and it has also been found necessary to extend this kind of relief to the weavers of Ellichpur City in Berar. Fodder and water are sufficient and fresh grass is available. The condition of cattle is generally improving. Considerable mortality among weaker cattle from chill is reported from Mandla. Private charity is active. Prices are steady but show signs of easing slightly. Relief measures are adequate. The public health is good. The numbers on relief are:—on works 1126; weavers 14,552; on gratuitous relief 27,318; total 42,996.

Bombay.—The rainfall during the week was good in parts of Gujarat, the Konkan, Nasik, Poona, Satara, Belgaum, Kathiawar and Gujarat and the Deccan Native States; moderate in parts of Karachi, Sukkur, Khandesh, Ahmednagar and Dharwar and slight in parts of Larkana, Hyderabad, the Upper Sind Frontier, Thar and Parkar, Sholapur and Bijapur. Rain is insufficient in the eastern portions of the Deccan and the Karnatak and sufficient and beneficial elsewhere. Autumn sowings are being retarded in parts of Kaira, Satara, Cutch and Palanpur on account of excessive rain and in parts of East Deccan and the Karnatak for want of sufficient rain. They continue elsewhere. Germinated seedlings are in good condition except in parts of Karachi, Hyderabad, Kaira and Surat where they are suffering on account of floods or excessive rain. Transplantation is progressing in parts of Larkana, Gujarat, the Konkan, Nasik, Poona and Belgaum. The supply of fodder is adequate except in parts of Hyderabad, the Deccan, Bijapur and Baroda. Agricultural stock is generally in good condition and sufficient except in parts of the Deccan and Cutch. The supply of drinking water is sufficient except in parts of Ahmednagar, Poona, Sholapur and Bijapur. Water for irrigation is insufficient in parts of the Upper Sind Frontier, Thar and Parkar, Ahmednagar, Poona, Sholapur and Bijapur. Prices of food grains are almost stationary; the quantity purchasable per rupee is in Sind 35 to 49 per cent; in Gujarat 35 to 74 per cent; in the Konkan 29 to 35 per cent.; in the Deccan 29 to 50 per cent and in the Karnatak 32 to 50 per cent less than the normal. Stocks of grain are generally adequate. Labourers get sufficient field employment and wages are normal. The cultivating and labouring classes are in fair condition. The daily average numbers on relief are:—on works, Panch Mahals, 49; on gratuitous relief, Panch Mahals 904; West Khandesh 1,272; Nasik 1,585; Ahmednagar 1,619; Poona 152; Sholapur 1,489; Bijapur 699 and Jath 27.

Hyderabad.—The rainfall during the week was 1 inch 58 cents. Autumn sowings continue. Early rice sowings are in progress. Lands continue being prepared. Lands for spring crops are under preparation in parts. There is water scarcity in 16 talukas and fodder scarcity in 46. Prices:—wheat 5½; coarse rice 6 and *juar* 11½ seers per rupee. White *juar* is selling in Hyderabad City at 11 seers per rupee. Yellow *juar* is not available in the market. The highest price in districts is 8½ seers in the Lingsugur and Pargi talukas.

Mysore.—The rainfall was good in Hassan, Kadur and Shimoga and slight elsewhere. Prices of food-grains are generally steady. Sowing operations are in progress. Standing crops are in good condition. Prospects of the season are good but more rain is needed in parts of Bangalore, Kolar, Tumkur, Mysore and Chitaldroog. Cattle are generally healthy. Water and fodder are available.

Coorg.—Rainfall 13 inches 6 cents. Transplanting of rice continues. Prices of food-grains are high. The public health is fair. Water and fodder for cattle are sufficient.

Madras.—The rainfall was very heavy in South Canara and Malabar; good in the Vizagapatam Agency, the Nilgiris, Kurnool, Ganjam and Kistna; *nil* in Tinnevelly and light to fair elsewhere. Irrigation supplies are insufficient in parts of all districts except Malabar, South Canara and the Nilgiris. Ploughing, sowing, weeding and transplanting are in progress in parts. Standing crops are generally fair, but some are withering or require more rain in parts of Salem, Coimbatore, Madura and Tinnevelly. Harvests continue except in the Circars, Kurnool, Bellary, Tanjore, Malabar and South Canara with outturn poor to normal. Pasture is insufficient in parts of all districts except Ganjam, Tanjore Tinnevelly, Malabar, South Canara and the Nilgiris. Fodder is sufficient except in parts of Ganjam, Vizagapatam, Guntur, Bellary, Trichinopoly and Tanjore. The condition of cattle is generally good. The price of rice is stationary in fourteen districts; has fallen in one and has risen in seven. The prices of millets have fluctuated as follows:—*Ragi* is stationary in ten districts; has fallen in two and has risen in eight. *Cholam* is stationary in two districts; has fallen in two and has risen in nine. *Cumbu* is stationary in five districts; has fallen in two and has risen in seven. The public health is generally good but cholera is prevalent in most districts, Malabar, Vizagapatam, Kistna, and Ganjam being most affected. Prospects are generally fair. The condition of the labouring classes is good and employment is procurable. Grain stocks are generally sufficient. The number relieved on test works in the Bellary taluk on the 17th July 1908 was 925.

The weekly report on the famine and scarcity is as follows:—The distress in Ganjam is decreasing owing to the rains though it will be felt till prices fall. Odiyas, Khonds and Savaras are affected. Private work is available for agricultural labourers. Orders have been issued by the Collector to close the test work in Ganjam. There is not much wandering and no general emaciation. The condition of the people on relief is generally good and relief measures are sufficient. The public health is generally good but 307 deaths from cholera are reported. State loans are being granted for the construction of wells and purchase of fodder or seed grain. The price of food-grains is high. Prices 8·3 seers per rupee. The number on the test work in Ganjam is *nil*. The daily average numbers on relief are:—Khonds on village works 155; on gratuitous relief 245; total 400.

Statement showing the number of persons in receipt of relief:

Name of Province or State.	Preceding week. (Revised figures.)			Present week.			Increase or Decrease.
	Relief works.	Gratuitous relief.	Total.	Relief works.	Gratuitous relief.	Total.	
1	2	3	4	5	6	7	8
British Provinces.							
Bengal	17,349	26,715	44,064	19,030	26,100	45,130	+1,066
United Provinces of Agra and Oudh	302,217	511,613	813,830*	183,753	546,589	730,342†	−83,488
Punjab	1,062	...	1,062	942	...	942	−120
Central Provinces	1,488	38,375	39,863	1,126	41,870	42,996	+3,133
Bombay	91	7,727	7,818	49	7,720	7,769	−49
Madras	342	204	546	1,080	245	1,325	+779
Total British Provinces.	322,549	584,634	907,183	205,980	622,524	828,504	−78,679
Native States.							
Central India States	31,939	46,039	77,978‡	16,310	44,000	60,310‡	−17,668
Bombay Native States	...	...	...	...	27	27	+27
Total Native States	31,939	46,039	77,978	16,310	44,027	60,337	−17,641
GRAND TOTAL	354,488	630,673	985,161	222,290	666,551	888,841	−96,320

* Excludes 5,270 persons relieved on private works.
† Excludes 3,050 persons relieved on private works.
‡ Includes figures for the Jhabua State for the week ending 20th June 1908 as no figures for that State were reported this or last week.

R. W. CARLYLE,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

FAMINE.

Statement showing the number of persons on relief works and in receipt of gratuitous relief in the Districts and Native States affected by famine or scarcity in India—(District details).

NOTE.—The figures are compiled from returns obtained from Local Governments and Political Officers, and give the corrected details of the totals reported in the telegraphic famine reports published weekly in the Supplement to the *Gazette of India*.

Non-labouring children and other dependants of relief workers are classed under relief works when distinguished in the local returns from persons gratuitously relieved in poor-houses or at their houses. Weavers relieved in their own trade are shown under "village doles or other relief."

No.	Name of Provinces, Districts and Native States.	Area in Sq. miles.	Population.	FOR THE WEEK ENDING SATURDAY, THE 4TH JULY 1908.								
				RELIEF WORKS.			Number on test works.	Total on works.	GRATUITOUS RELIEF.			GRAND TOTAL.
				Workers.	Dependants.	Total.			Poor-houses or kitchens.	Village doles or other relief.	Total.	
	United Provinces.											
1	Muttra	1,444	763,099	5,151	...	5,151	..	5,151	...	8,716	8,716	13,867
2	Agra	1,853	1,060,546	560	...	560	...	560	...	4,955	4,955	5,515
3	Etawah	1,691	806,798	455	...	455	...	455	55	3,513	3,568	4,023
4	Bareilly	1,579	1,090,117	...	...	...	...	...	...	908	908	908
5	Bijnor	1,788	779,951	54	...	54	...	54	...	...	...	54
6	Budaun	2,013	1,025,753	591	...	591	...	591	...	1,503	1,503	2,094
7	Moradabad ...	2,285	1,191,993	...	...	...	...	...	...	440	440	440
8	Shahjahanpur ...	1,722	921,335	...	...	...	...	...	...	157	157	157
9	Cawnpore ...	2,366	1,258,868	91	...	91	...	91	70	2,166	2,236	2,327
10	Fatehpur... ...	1,631	686,391	1,181	...	1,181	...	1,181	...	2,077	2,077	3,258
11	Banda	3,061	631,058	40,069	1,884	41,953	...	41,953	130	59,806	59,936	101,889
12	Hamirpur ...	2,289	458,542	9,795	707	10,502	...	10,502	44	14,874	14,918	25,420
13	Allahabad ...	2,850	1,493,755	21,978	627	22,605	...	22,605	588	31,278	31,866	54,471
14	Jhansi	3,587	616,759	4,841	...	4,841	...	4,841	137	11,383	11,520	16,361
15	Jalaun	1,565	399,726	32,373	6	32,379	...	32,379	33	24,087	24,120	56,499
16	Benares	889	882,084	472	...	472	...	472	...	3,582	3,582	4,054
17	Mirzapur... ...	4,352	706,989	63,230	...	63,230	...	63,230	107	46,416	46,523	109,753
18	Jaunpur	1,550	1,202,920	25,314	...	25,314	...	25,314	6	6,830	6,836	32,150
19	Ghazipur ...	1,391	913,818	...	...	...	...	...	...	492	492	492
20	Ballia	1,250	987,768	572	...	572	...	572	...	...	...	572
21	Family Domains ...	473	66,601	7,324	...	7,324	...	7,324	...	7,176	7,176	14,500
22	Basti	2,796	1,846,153	7,619	...	7,619	...	7,619	283	22,168	22,451	30,070
23	Azamgarh ...	2,199	1,548,174	272	...	272	...	272	...	708	708	980
24	Almora	5,416	465,893	1,825	...	1,825	...	1,825	...	1,369	1,369	3,194
25	Lucknow... ...	977	793,241	316	...	316	...	316	6	4,172	4,178	4,494
26	Unao	1,737	976,639	214	...	214	...	214	...	...	...	214
27	Sitapur	2,250	1,175,473	11,302	30	11,332	...	11,332	198	37,653	37,851	49,183
28	Hardoi	2,325	1,093,000	6,028	...	6,028	...	6,028	42	6,120	6,162	12,190
29	Kheri	2,963	905,138	31,951	127	32,078	...	32,078	117	39,927	40,044	72,122
30	Fyzabad	1,749	1,204,967	1,441	...	1,441	...	1,441	25	3,348	3,373	4,814
31	Gonda	2,651	1,403,195	14,060	10	14,070	...	14,070	410	35,151	35,561	49,631
32	Bahraich ...	2,316	1,048,856	55,573	39	55,612	...	55,612	515	75,439	75,954	131,566
33	Sultanpur ...	1,701	1,083,904	...	...	...	...	...	111	4,221	4,332	4,332
34	Bara Banki ...	1,757	1,179,323	46,331	...	46,331	...	46,331	65	11,889	11,954	58,285
35	Rae Bareli ...	1,748	1,033,761	544	...	544	...	544	...	1,635	1,635	2,179
36	Dehra Dun ...	1,193	178,195	635	...	635	...	635	...	348	348	983
37	Garhwal ...	5,629	429,900	1,063	...	1,063	...	1,063	...	2,264	2,264	3,327
	Total United Provinces	81,036	34,310,683	393,225	3,430	396,655	...	396,655	2,942	476,771	479,713	876,368
	Bombay.											
1	Panch Mahals ...	1,606	261,020	...	...	...	122	122	...	947	947	1,069
2	West Khandesh ...	...	...	...	...	...	...	...	...	2,031	2,031	2,031
3	Nasik	5,850	413,386	...	...	...	...	...	...	1,767	1,767	1,767
4	Poona	5,349	995,330	...	...	...	...	...	...	152	152	152
5	Sholapur ...	4,541	720,977	...	...	...	...	...	...	598	598	598
6	Ahmednagar ...	6,586	837,695	...	...	...	...	...	...	1,565	1,565	1,565
	Total Bombay ...	23,932	3,228,408	...	...	...	122	122	...	7,060	7,060	7,182
	Bengal.											
1	Nadia	2,793	1,667,491	...	...	...	2,174	2,174	...	...	...	2,174
2	Cuttack	3,629	2,062,758	...	...	...	2,228	2,228	...	7,619	7,619	9,847
3	Balasore	2,059	1,071,197	...	...	...	1,042	1,042	...	5,453	5,453	6,495
4	Puri	2,472	1,017,284	106	...	106	1,828	1,934	...	3,034	3,034	4,968
5	Bankura	2,621	1,116,411	...	...	...	100	100	...	1,654	1,654	1,754
6	Ranchi	7,178	1,187,925	8,386	...	8,386	1,136	9,522	...	2,939	2,939	12,461
7	Hazaribagh ...	7,021	1,177,961	478	...	478	...	478	...	3,946	3,946	4,424
8	Angul ...	1,681	191,911	...	...	...	836	836	...	781	781	1,617
9	Jessore	2,925	1,813,155	...	...	...	623	623	...	1,711	1,711	2,334
	Total Bengal ...	32,379	11,306,093	8,970	...	8,970	9,967	18,937	...	27,137	27,137	46,074

Statement showing the number of persons on relief works and in receipt of gratuitous relief in the Districts and Native States affected by famine or scarcity in India—(District details)—continued.

No.	Name of Provinces, Districts and Native States.	Area in Sq. miles.	Population.	FOR THE WEEK ENDING SATURDAY, THE 4TH JULY 1908.								
				Relief Works.			Number on test works.	Total on works.	Gratuitous Relief.			Grand Total.
				Workers.	Dependants.	Total.			Poor-houses or kitchens.	Village doles or other relief.	Total.	
	Central Provinces.											
1	Hoshangabad (portion)	400	44,000	...	...	...	...	...	...	470	470	470
2	Damoh (portion) ...	1,055	134,000	1,753	...	1,753	...	1,753	...	2,331	2,331	4,084
3	Nimar (portion) ...	724	86,000	4,416	...	4,416	...	4,416	...	1,242	1,242	5,658
4	Jubbulpore (portion) ..	2,700	372,000	...	...	...	...	...	...	9,196	9,196	9,196
5	Betul (portion) ...	266	23,000	...	...	...	...	...	317	581	898	898
6	Chhindwara (portion)...	2,616	192,000	...	...	...	...	...	...	2,489	2,489	2,489
7	Mandla (whole) ...	5,044	367,000	263	...	263	...	263	...	2,618	2,618	2,881
8	Seoni (portion) ...	1,658	184,000	168	...	168	...	168	...	1,490	1,490	1,658
9	Saugor (portion) ...	241	33,000	115	...	115	...	115	...	1,180	1,180	1,295
10	Nagpur („) ...	18	200,000	9,335	...	9,335	...	9,335	...	164	164	9,499
11	Bhandara („) ...	1,706	178,000	...	...	...	...	...	...	159	159	159
12	Balaghat („) ...	2,347	318,000	...	...	...	...	...	...	229	229	229
13	Bilaspur („) ...	2,780	162,000	...	...	...	...	...	...	195	195	195
	Total Central Provinces	21,555	2,293,000	16,050	...	16,050	...	16,050	317	22,344	22,661	38,711
	Punjab.											
1	Gurgaon	1,984	746,208	...	...	...	1,229	1,229	...	...	...	1,229
	Total Punjab ...	1,984	746,208	...	...	...	1,229	1,229	...	...	...	1,229
	Madras.											
1	Ganjam	8,372	2,010,256	462	...	462	...	462	...	261	261	723
	Total ...	8,372	2,010,256	462	...	462	...	462	...	261	261	723
	Total British Provinces	169,258	53,894,648	418,707	3,430	422,137	11,318	433,455	3,259	533,573	536,832	970,287
	Central India States.											
1	Rewa	13,000	1,327,385	34,000	...	34,000	...	34,000	...	7,000	7,000	41,000
2	Nagod	501	67,092									
3	Jaso	72	7,209									
4	Maihar	406	63,702									
5	Baraunda... ...	217	15,724	4,500	...	4,500	...	4,500	...	1,000	1,000	5,500
6	Sohawal	213	37,216									
7	Kothi	169	19,112									
8	Pahara	10	3,535									
9	Bhaisonda ...	12	4,168									
10	Orchha	2,079	322,000	1,857	135	1,992	...	1,992	33	135	168	2,160
11	Datia	911	173,759	547	76	623	...	623	54	1,387	1,441	2,064
12	Samthar	178	33,472	361	...	361	...	361	...	170	170	531
13	Ajaigarh	771	78,236	161	...	161	...	161	34	133	167	328
14	Sarila	35	6,298	379	54	433	...	433	26	24	50	483
15	Charkhari ...	702	123,954	637	89	726	...	726	22	472	494	1,220
16	Chatarpur ...	1,115	156,139	...	...	...	224	224	35	224	259	483
17	Lughasi ... (Jagir)...	46	6,285	...	...	...	...	...	...	32	32	32
18	Baoni	122	19,780	...	...	...	...	...	...	310	310	310
19	Alipura ... (Jagir)...	73	15,000	...	...	...	...	...	...	92	92	92
20	Jigni ... („)...	22	4,000	...	...	...	1	1	8	...	8	9
21	Naigaon Ribai („)...	7	3,000	...	...	...	...	...	...	22	22	22
22	Bibat („)...	16	4,000	...	...	...	...	...	...	88	88	88
23	Beri („)...	32	4,000	...	...	...	72	72	...	53	53	125
24	Banka Pahari („)...	5	1,000	...	...	...	...	...	...	9	9	9
25	Tori Fatehpur („)...	36	7,000	25	...	25	...	25	24	...	24	49
26	Dhurwai („)...	18	2,000	32	10	42	...	42	...	18	18	60
27	Bijna ... („)...	27	2,000	21	8	29	...	29	...	43	43	72
28	Panna	2,492	193,000	...	...	...	86	86	...	62	62	148
29	Gauribar... ...	73	8,000	46	46	92	...	92	...	110	110	202
30	Jhabua	1,336	80,889	2,425	626	3,051	...	3,051	...	...	...	3,051
31	Manpur (British) ...	49	5,000	58	...	58	...	58	...	78	78	136
32	Indore	5,120	357,000	602	...	602	...	602	...	43,424	43,424	44,026
33	Gwalior Residency area	1	1,000	138	...	138	...	138	...	16	16	154
	Total Central India States.	29,866	3,151,955	45,789	1,044	46,833	383	47,216	236	54,902	55,138	102,354
	Total Native States...	29,866	3,151,955	45,789	1,044	46,833	383	47,216	236	54,902	55,138	102,354
	Grand Total British Provinces and Native States	199,124	57,046,603	464,496	4,474	468,970	11,701	480,671	3,495	588,475	591,970	1,072,641

* Figures for the 20th June have been included as no figures were reported for this or the last week.

R. W. CARLYLE,
Secretary to the Government of India.

Statement of Approximate Gross Earnings of Indian Railways.

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OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

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GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Rainfall summary for the seven days ending at 8 hrs. on Thursday, the 30th July 1908, based on the Indian Daily Weather Reports of the period.

Both branches of the monsoon were below their normal strength at the beginning of the week and the Bay current continued so throughout the period but the Arabian Sea branch strengthened materially and being assisted by diffused areas of low pressure which crossed northern India from the Bay gave good rain throughout the whole of its field. On the 27th an area of relatively low pressure appeared over the central districts of the Madras coast, materially increasing the rainfall in the interior of the Peninsula, and as it drifted in a northnorthwesterly direction across the Peninsula it carried the rain with it and caused some heavy falls in the Deccan on the 28th; as the low pressure approached Rajputana on the 30th it occasioned heavy general rain in Gujarat and widespread rain in east Rajputana. The only other important feature during the week was the occurrence of very heavy rain in the extreme northwest of the United Provinces on the 28th.

Burma.—Rain occurred at nearly every station, being most widespread from the 28th to the 30th. Skies were moderately to heavily clouded and temperature was nearly normal.

Northeast India including Orissa.—Rainfall was very scanty in Bihar, but good rain occurred in Assam and Orissa, and light rain in the rest of the division. Cloud was only light to moderate in amount on several days of the week, especially in the northern districts. Temperature was approximately normal.

The United Provinces, Central India and the Central Provinces.—The northeast of the United Provinces received very little rain but in other parts of the division rainfall was more or less general and was most widespread on the 28th on which date it was very heavy in the extreme northwest of the United Provinces. Skies were moderately to heavily overcast except in parts of the United Provinces. There were large changes in temperature in Berar where it was on some days above and on others below the normal, but elsewhere the departures from the normal were on the whole small.

Northwest India.—Rainfall occurred chiefly in the east and north Punjab, and east Rajputana, and was heavy in Gujarat on the 30th, but rain also fell occasionally in the south-west Punjab, Sind, Baluchistan and Kashmir. Skies were clear or only lightly clouded at several stations in Upper India, and were generally moderately to heavily clouded in the rest of the division. Temperature was on the whole normal or in defect, the deficiency being most marked in the day temperature.

The Peninsula.—There was rain in all parts of the Peninsula, but it was very scanty in the east coast districts. Skies were moderately to heavily overcast except on the 26th when they were only lightly clouded at many stations in the interior. Temperature did not differ much from the normal.

The following summarises the chief rainfall amounts of the week as reported at 8 hrs. each day:—

July 24th. Agra 1·67″, Chakrata 2·02″ and Ajmer 2·45″.

" 25th. Bhamo 2·14″, Dhubri 2·12″, Meerut 1·76″, Chanda 2·20″, Pachmarhi 3·64″ and Kurnool 1·12″.

" 26th. Moulmein 4·02″, Mandalay 2·85″, Bhamo 2·35″, Dehra Dun 2·05″ Jaipur 3·10″, Mount Abu 3·11″ and Mormugao 4·42″.

" 27th. Bhamo 1·50″, Darjeeling 2·37″, Hyderabad (Sind) 0·88″, Karachi 1·57″, Goa 4·30″, Mormugao 4·24″, Karwar 4·86″, Sholapur 1·63″, Gulburga 1·35″ and Salem 1·11″.

" 28th. Sibsagar 2·06″, Silchar 1·75″, False Point 3·68″, Sambalpur 3·61″, Roorkee 2·86″, Dehra Dun 9·43″, Chakrata 3·86″, Karwar 5·07″, Aurangabad 0·99″, Nizamabad 2·50″, Gulburga 3·76″ and Hanumkonda 3·01″.

" 29th. Toungoo 2·08″, Dibrugarh 3·00″, Meerut 1·32″, Chakrata 2·60″, Neemuch 1·77″, Indore 1·80″, Akola 1·84″, Nagpur 2·47″, Raipur 2·53″, Simla 1·37″, Delhi 3·90″ and Mangalore 4·01″.

" 30th. Lahore 1·80″, Montgomery 1·21″, Jacobabad 1·28″, Bhuj 2·63″, Dwarka 3·00″, Rajkot 3·20″, Veraval 2·47″, Indore 3·54″ and Belgaum 1·90″.

The rainfall of the past week was in excess over the greater part of the field of the Arabian Sea current and was generally normal or in defect in that of the Bay current. It has not made any important changes in the seasonal departures from the normal, and the rainfall of the whole monsoon period is still 20 per cent. or more in defect in Bihar, the east of the United Provinces, Kashmir, the North-West Frontier Province, Baluchistan, South Hyderabad and the north of Madras, while in the rest of the country it is either equal to or above the average.

DIVISION.	Rainfall data for week ending on 30th July 1908.			Rainfall data from 1st May 1908 to 30th July 1908.				
	Average actual rainfall in inches.	Average normal rainfall in inches.	Excess or defect in inches.	Average actual rainfall of season to date in inches.	Average normal rainfall in inches.	Excess or defect in inches.	Seasonal percentage departure from normal. This week.	Seasonal percentage departure from normal. Last week.
1	2	3	4	5	6	7	8	9
Stations in the Bay	3·0	3·6	−0·6	67·3	50·9	+ 16·4	+ 32	+ 36
Lower Burma	6·8	8·2	−1·4	77·4	75·4	+ 2·0	+ 3	+ 6
Upper Burma	2·5	2·0	+0·5	17·9	20·3	− 2·4	− 12	− 16
Assam	3·6	3·4	+0·2	46·3	45·7	+ 0·6	+ 1	+ 1
Eastern Bengal	1·4	3·9	−2·5	38·4	43·6	− 5·2	− 12	− 7
Bengal	1·4	3·2	−1·8	39·4	29·0	+ 10·4	+ 36	+ 47
Orissa	3·4	3·3	+0·1	27·0	28·7	− 1·7	− 6	− 7
Chota Nagpur	1·4	3·1	−1·7	27·1	26·0	+ 1·1	+ 4	+ 13
Bihar	0·3	3·2	−2·9	13·0	24·0	− 11·0	− 46	− 42
United Provinces, East	0·9	2·9	−2·0	13·3	18·8	− 5·5	− 29	− 23
United Provinces, West	4·3	3·0	+1·3	20·5	19·7	+ 0·8	+ 4	− 2
Punjab, East and North	2·7	1·7	+1·0	11·2	11·1	+ 0·1	+ 1	− 10
Punjab, South-west	0·5	0·9	−0·4	5·5	4·6	+ 0·9	+ 20	+ 35
Kashmir	0·3	0·3	0	2·5	3·3	− 0·8	− 24	− 23
N.-W. Frontier Province	0·2	0·6	−0·4	1·2	3·0	− 1·8	− 60	− 54
Baluchistan	0·1	0·1	0	0·5	0·9	− 0·4	− 44	− 50
Sind	1·5	0·7	+0·8	7·7	3·0	+ 4·7	+157	+170
Rajputana, West	1·6	0·9	+0·7	10·1	5·8	+ 4·3	+ 74	+ 73
Rajputana, East	4·6	1·8	+2·8	15·6	10·9	+ 4·7	+ 43	+ 21
Gujarat	2·8	2·8	0	18·2	16·5	+ 1·7	+ 10	+ 12
Central India, West	4·6	2·2	+2·4	15·7	14·9	+ 0·8	+ 5	− 13
Central India, East	2·6	3·5	−0·9	22·0	21·9	+ 0·1	0	+ 5
Berar	2·7	1·9	+0·8	17·5	16·5	+ 1·0	+ 6	+ 2
Central Provinces, West	3·4	3·5	−0·1	20·5	23·8	− 3·3	− 14	− 16
Central Provinces, East	4·7	3·3	+1·4	24·6	25·6	− 1·0	− 4	− 10
Konkan	14·0	5·8	+8·2	71·1	61·8	+ 9·3	+ 15	+ 2
Bombay Deccan	1·9	1·3	+0·6	11·0	12·4	− 1·4	− 11	− 18
Hyderabad, North	3·6	2·2	+1·4	12·8	13·6	− 0·8	− 6	− 20
Hyderabad, South	2·7	1·6	+1·1	8·6	11·0	− 2·4	− 22	− 37
Mysore	1·2	0·8	+0·4	11·8	10·3	+ 1·5	+ 15	+ 12
Malabar	10·1	4·9	+5·2	65·3	60·0	+ 5·3	+ 9	0
Madras, South-east	0·5	0·5	0	4·6	5·4	− 0·8	− 15	− 16
Madras Deccan	1·3	0·7	+0·6	5·0	7·8	− 2·8	− 36	− 47
Madras Coast, North	1·1	1·1	0	6·9	10·8	− 3·9	− 36	− 40

J. PATTERSON,
for Offg. Director-General of Observatories.

R. W. CARLYLE,
Secretary to the Government of India.

SIMLA;
The 30th July 1908.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Season and Crop Prospects for the week ending Saturday, 25th July 1908.

Burma.—The rainfall was ample in Lower and Northern Burma but only slight in Central Burma. Sowing of autumn rice is progressing. Ploughing has been completed in places and transplanting is extending. In Upper Burma sowing of sesamum is approaching completion and sowing of cotton, peas and *jnar* continues. The condition of crops is generally fair but more rain is much needed in the dry zone where portions of standing crops are fading in parts for want of rain. The price of unhusked rice has risen slightly in three districts and has fallen considerably in one district.

Eastern Bengal and Assam.—There was moderate rain in Sylhet, the Naga Hills, Lakhimpur and parts of Backarganj, Noakhali, Tipperah and Chittagong; elsewhere the rainfall was scanty. More rain is wanted in the Rajshahi division, Lower Assam and the Garo Hills for transplantation of winter rice. Harvesting of summer rice, cultivation of transplanted winter rice and cutting of jute are in progress. Prospects of standing crops are fair in Faridpur, Dinajpur, Rangpur, Pabna, the Assam Valley and the Khasi and Jaintia Hills and good elsewhere. Damage to jute by insects is reported from one police station in Pabna. Plucking and manufacture of tea continue. Prospects of tea are fair in Sylhet and Darrang and good in other districts. Cattle-disease prevails in Backarganj, Malda, the Khasi Hills, Goalpara and Darrang. Prices:—common rice has risen at nine and has fallen at thirteen stations.

Bengal.—The rainfall was heavy in Howrah, the 24-Parganas, Sambalpur and parts of Midnapore; moderate in Darjeeling, Angul, Hazaribagh and Manbhum and light in other districts except Monghyr where there was no rain during the week. Transplantation of winter rice and weeding of autumn crops are going on but more rain is urgently wanted in Bihar for standing crops and for transplantation of winter paddy, especially in Darbhanga and Purnea. Autumn paddy and jute are reported to be suffering for want of rain in Purnea. Prospects of the sugarcane crop are fair. The condition of jute is fair but it is unfavourable on low lands in Howrah and in most districts of the Presidency division. The price of common rice is stationary in most districts; it has risen slightly in Hooghly, Patna, the Sonthal Parganas and Ranchi and has fallen in Howrah, Gaya and Darbhanga. Stocks of food-grains are insufficient in Nadia, Murshidabad, Balasore and Palamau. The supply of fodder and water is sufficient throughout the Province. Cattle-disease is prevalent in Jessore, Gaya, Shahabad, Saran, Darbhanga, Bhagalpur, Purnea, Sambalpur, Hazaribagh, Ranchi and Palamau. Gratuitous relief was given to 29,801 persons of whom 15,880 were in Orissa. The test works in Nadia, Jessore, Cuttack, Balasore, Angul, Puri, Hazaribagh and Ranchi were attended by 8,245 persons. The test works in Bankura have been temporarily closed. The number of persons on famine relief works in Ranchi was 7,262.

The weekly report on the famine and scarcity is as follows:—Ranchi district—In the declared area, workers exclusive of dependants, 6,058; on gratuitous relief:—(*a*) dependants of workers 6; (*b*) in poor-houses or kitchens *nil* and (*c*) on village doles or other relief 3,218; total on gratuitous relief 3,224. In the undeclared area workers 1,144; on gratuitous relief 802; grand total on relief in both areas, 11,228. Prices vary from 5 to 6 seers per rupee. The attendance on works was good. Relief arrangements are working well in the whole of the affected area. Sufficient steps have been taken to secure the food supply. An excellent gondli crop is now practically secure in the declared area. Prospects of other crops are very good. Cholera is prevalent at Ranchi, Gumla and a few other places. Small-pox still continues and fever is prevalent.

United Provinces.—Rain fell in all districts during the week. The heaviest falls were:—over 6 inches in Jhansi and Banda; 5 inches in Hamirpur; 4½ inches in Naini Tal and over 3 inches in Dehra Dun, Muttra, Agra and Benares. The rainfall was least in the Eastern districts and in Oudh where it exceeded one inch in a few districts only. Autumn sowings are completed or are nearing completion in a number of districts. Elsewhere they are in full swing. Transplantation of late rice has begun in the eastern districts in most of which more rain is now required. Germination has been good everywhere and the standing crop is in good condition. Some slight injury has occurred through floods in Muttra and white-ants have damaged the sugarcane crop in parts of Bijnor. The autumn crop is being weeded and land is being ploughed for the spring crop. There is plenty of field work available. In the hills prospects are good and the early sown autumn crop is coming into ear. Prices remain very high; they are generally stationary but have fallen in six districts. Wheat is dearer in Bareilly. Grain is still being imported into the hills by means of grain credit orders. The condition of agricultural stock is satisfactory and is improving, though sporadic cases of cattle-disease have occurred in a number of the north-western districts. Fodder in now generally available and new grass is springing up in Muttra. The grass crop is the best seen for many years.

The weekly report on the famine and scarcity is as follows :—The numbers on relief have decreased by nearly 39,000 and a further decrease may be expected if the monsoon continues favourable. Workers have decreased by 47,600 and many of the remaining works will shortly be closed. The number on gratuitous relief has increased by over 9,000 due to a considerable rise in Bahraich and to a less extent in Mirzapur, Hardoi and Bara Banki. In most other districts the number has decreased and in Fyzabad valedictory doles have been given. The condition of the people continues satisfactory. Fever is however prevalent. The epidemics of small-pox and cholera have considerably abated. Quinine is being widely distributed free of cost in the distressed districts. There is no wandering nor emaciation. There are 2,732 persons on private works. The numbers on Government relief are :—on relief works 114,263; on aided works 20,665; dependants 861; on gratuitous relief 554,222; in poor-houses 2,338; total 692,349. The largest total figures are :—Bahraich 170,938; Mirzapur, with Family Domains, 86,909; Kheri 84,237; Sitapur 51,102; Gonda 50,054; Banda 48,549. Prices :—Garhwal 5; Almora $6\frac{1}{4}$; Chakrata 8; Mirzapur 5 to 10; Kheri $8\frac{11}{16}$; Hamirpur $9\frac{1}{16}$; Banda $9\frac{1}{4}$; Benares $9\frac{1}{2}$; Jalaun $9\frac{3}{4}$; Jhansi 10; Allahabad $10\frac{1}{2}$ and elsewhere 11 to 13 seers per rupee.

Punjab.—Good rain was received in all districts except Jullundur and Multan where the rainfall was light. The price of wheat is falling in Hissar, Gurgaon, Rawalpindi and Lyallpur and rising in Ambala and Jhang. Wheat is selling between warning and scarcity rates in Gurgaon, Delhi, Lahore, Gujranwala, Rawalpindi, Mianwali, Lyallpur and Multan; at scarcity rates in Ferozepore, Sialkot, Shahpur and Jhang and above scarcity rates in all other districts. Prices of other food-grains are generally above scarcity rates everywhere. Sowings of autumn crops are in progress. More rain is wanted in Ambala and Jullundur. Standing crops are generally in good condition. Cattle are generally in good to fair condition. Dry fodder is scarce in Gurgaon, Ferozepore, Sialkot and parts of Ambala. In Mianwali fodder is procurable with difficulty owing to river inundation. The water-supply canal was closed in Delhi during the week. Water is insufficient in parts of Ambala. 741 persons attended the famine test works in Gurgaon against 942 last week.

North-West Frontier Province.—Good rain has fallen throughout the Province greatly benefiting standing crops and facilitating autumn sowings. More rain is however required everywhere. Harvesting of extra spring crops continues in Bannu with outturn average. The condition of standing crops is good on irrigated and fair on unirrigated lands. Autumn sowings are in progress in Peshawar and Bannu. Fodder is procurable. The water-supply is sufficient except in the Swabi tahsil of the Peshawar district. Irrigation from the Paharpur canal and from Government canals in Peshawar is ample. All the rivers in the Province are in flood. The health of the people is generally good. The condition of cattle is generally good except in village Aman Kot in the Nowshera tahsil of the Peshawar district and in two villages of the Marwat tahsil of the Bannu district. Prices are slightly rising. Prices :—wheat $9\frac{5}{8}$ to 14; gram $9\frac{13}{16}$ to 13; maize $11\frac{1}{16}$ to 17 and *bajra* 11 to 13 seers per rupee.

Jammu.—The rainfall during the week was good. Prices are stationary. Wheat is selling from 8 to 14 and maize from 8 to 18 seers per rupee. The condition of standing crops is good. Fodder is still insufficient in certain tahsils of the Province. Autumn sowings are in progress.

Kashmir.—The weather is bright with one day's slight rain. Prices are almost stationary.

Rajputana.—There has been general rain throughout Rajputana. The maximum fall was in Kotah 10·69 inches and the minimum in Bikaner 63 cents. Early crops have been damaged by excessive rain in Mewar and are everywhere favourable. The condition of cattle is good except in two districts of Mewar where cattle-disease is reported. Fodder is sufficient. Prices generally show a tendency to fall. The numbers on special public works in the eastern States are 1,948 being an increase of 52 on the previous week's figure.

Central India.—The rainfall during the week was general and a break is needed in parts of Bhopawar. Weeding is in progress in Malwa; sowings of autumn crops and weeding are in progress elsewhere. Some damage is reported from parts of Gwalior and Bhopawar owing to excessive rain. Agricultural stock are fair to good. Cattle-disease is reported in parts of Indore, Bhopal, Bundelkhand and Bhopawar. Fodder and water are sufficient throughout. Prices have fallen slightly in Bundelkhand and are high but steady elsewhere.

The weekly report on the famine and scarcity is as follows :—Relief works have been closed in Datia and in some States of Baghelkhand; also gratuitous relief in Samthar and Bihat. Prices :—Bundelkhand Agency 8 to 10; Indore State 9 to $9\frac{1}{2}$ and the Bhopawar Agency 8 to 12 seers per rupee. The numbers on relief are :—Rewa—on works 4,000; on gratuitous relief 1,000. In the rest of Baghelkhand—on works 500; on gratuitous relief 250. In the Bundelkhand Agency—on works 2,000; on gratuitous relief 3,000. In Indore State—on works 1,000; on gratuitous relief 35,000. In the Bhopawar Agency, Manpur—on works 100. The figures for the Jhabua State and the Gwalior Residency area have not been received.

Central Provinces.—General rain continued during the week. Damoh, Wardha, Balaghat, Jubbulpore, Mandla and Bhandara received from 4½ to 6 inches. The lightest rainfall 60 cents was registered in Nimar; elsewhere the rainfall ranged from 1 to 4 inches. Sowings of important autumn crops, rice, cotton and *juar* are well advanced; while those of *til, kodon, arhar,* etc., still continue. Weeding operations continue throughout the Province though they are somewhat retarded by rain in Damoh, Jubbulpore, Seoni and Narsinghpur. Preparations of land for spring crops have commenced in Hoshangabad and Betul. Transplantation of rice continues in the Nagpur country. Thinning operations have commenced in Chhattisgarh. Germination was good except in Betul where it was slightly defective on black soil in some circles in the Bhandara and Tirora tahsils. Insects are causing slight damage to rice seedlings. Caterpillars appeared in Jubbulpore and Seoni but were washed away by heavy rain. Fodder and water are generally sufficient. Mortality among cattle is still reported from Betul; elsewhere their condition is fair to good. Prices:—wheat fell by ¼ to 1 seer per rupee in Saugor, Damoh, Hoshangabad, Betul, Chhindwara, Balaghat and Bilaspur and rose by 2 seers in Buldana. Gram fell by ½ seer in Saugor, Hoshangabad and Betul. Rice was sold cheaper by ¼ to ¾ seer in Jubbulpore and Yeotmal and become dearer by ½ seer in Saugor. *Juar* fell by ¼ to ¾ seer in Saugor, Hoshangabad, Nimar, Betul, Chanda and Akola and rose by ½ seer in Buldana.

Feudatory States.—In Sarangarh, Sakti, Sirguja and Raigarh rainfall measuring from 5¼ to 8 inches was registered. In the remaining States the rainfall varied from 1¼ to 3¼ inches. Sowings of rice are approaching completion; while those of *kodon, arhar* and *til* are in progress. Thinning operations continue in Raj-Nandgaon, Bastar, Raigarh, Sarangarh and Sakti. Fodder and water are sufficient. Rice fell by ½ seer per rupee in Chhuikhadan and rose to the same extent in Sirguja; elsewhere prices remained steady.

The weekly report on the famine and scarcity is as follows:—In the northern districts of the Jubbulpore division and in Bilaspur the rainfall has been continuous and heavy; elsewhere the monsoon continues favourably. A break in the rains is needed in the northern districts. Prospects are hopeful. The distress is abating in some districts and the numbers on contract works continue to drop but the labour employed on the Itarsi-Nagpur Railway in Betul is increasing. Village gratuitous relief has expanded and is now being given in 14 districts. Weaver relief on a limited scale has been sanctioned in the Chanda district. Water and pasturage are ample and the young grass has generally improved the condition of cattle but mortality among weaker cattle is still reported from Mandla and Seoni. Private charity is active. Prices are steady though they have eased a little in some districts. Relief measures are adequate and the public health is good. The numbers on relief are:—relief works 894; weavers 14,541; on gratuitous relief 29,012; total 44,447. The small increase in gratuitous relief is an incident of famine administration in the rains and does not indicate marked increase of distress.

Bombay.—The rain during the week was good in parts of Gujarat, the Konkan, Belgaum and Gujarat and Deccan Native States; moderate in parts of Karachi, Hyderabad, Thar and Parkar, West Khandesh, Nasik, Poona, Satara and Dharwar and slight in parts of Sukkur, Larkana, the Upper Sind Frontier, East Khandesh, Ahmednagar, Sholapur and Bijapur. Rain is insufficient in the eastern portions of the Deccan and the Karnatak and sufficient and beneficial elsewhere. Autumn sowings have been retarded in parts of East Deccan and Karnatak for want of sufficient rain and continue elsewhere. Germinated seedlings are suffering on account of floods or excessive rain in parts of Hyderabad, Thar and Parkar, Surat, Kanara, Baroda and Palanpur and for want of moisture in parts of East Deccan and Bijapur. Transplantation is progressing in parts of Larkana, Gujarat, the Konkan, Nasik, Poona, Belgaum and Rewa Kantha. The supply of fodder is adequate except in parts of the Deccan and Bijapur. Agricultural stock is generally in good condition and sufficient except in parts of the Deccan and Cutch. The supply of drinking water is sufficient except in parts of Ahmednagar, Poona, Sholapur and Bijapur. Water for irrigation is insufficient in parts of the Upper Sind Frontier, Ahmednagar, Poona, Sholapur and Bijapur. Prices of food-grains have fallen slightly in Sind; have risen in the Deccan and are almost stationary elsewhere. The quantity purchasable per rupee is in Sind 35 to 46 per cent; in Gujarat 35 to 74 per cent; in the Konkan 27 to 35 per cent; in the Deccan 29 to 52 per cent and in the Karnatak 32 to 50 per cent less than the normal. Stocks of grain are generally adequate. Labourers get sufficient field employment and wages are normal. The cultivating and labouring classes are in fair condition. The daily average numbers on relief are:—on works, Panch Mahals—5; on gratuitous relief, Panch Mahals 882; West Khandesh 1,280; Nasik 1,585; Ahmednagar 1,619; Poona 152; Sholapur 1,489; Bijapur 701 and Jath 86.

Hyderabad.—The rainfall during the week was 36 cents. Autumn sowings continue and weeding has commenced. Early rice sowings are in progress and more lands are under preparation. Lands are being prepared for spring crops in parts. There is water scarcity in nineteen talukas and fodder scarcity in fifty-one. Prices:—wheat 5½; coarse rice 6 and *juar* 11¼ seers per rupee. White *juar* is selling in Hyderabad City at 10 seers per rupee. Yellow *juar* is not available in the market. The highest price in districts is 8¾ seers per rupee in three talukas.

Mysore.—The rainfall was good in Bangalore, Hassan, Kadur and Shimoga and slight elsewhere. Prices of food-grains are generally steady. Sowing operations are in progress. Standing crops are in good conditions. Prospects of the season are good but more rain is needed in parts of Kolar, Tumkur, Mysore and Chitaldrug. Cattle are generally healthy. Water and fodder are available.

Coorg.—Rainfall 15 inches 9 cents. Transplanting of rice continues. Prices of food-grains are high. The public health is fair. Water and fodder for cattle are sufficient.

Madras.—The rainfall was abnormally heavy in South Canara and Malabar; good in the Nilgiris, Ganjam, the Vizagapatam Agency and Kurnool and light to fair elsewhere. Irrigation supplies are insufficient in parts of all districts except Malabar, South Canara and the Nilgiris. Ploughing, sowing, weeding and transplantation are in progress in parts. Standing crops are generally fair, but some are withering or require more rain in parts of Salem, Coimbatore, Trichinopoly, Madura and Tinnevelly and some have been damaged by floods in parts of South Canara. Harvests continue, except in the Circars, Kurnool, Bellary, Nellore, Tanjore, Malabar and South Canara, with outturn generally fair. Pasture is insufficient in parts of all districts except Ganjam, Godavari, Kistna, Chingleput, Madras, Tanjore, Tinnevelly, Malabar, South Canara and the Nilgiris. Fodder is sufficient except in parts of Ganjam, Vizagapatam, Guntur, Bellary and Trichinopoly. The condition of cattle is generally good. The price of rice is stationary in fifteen districts; has fallen in one and has risen in seven. The prices of millets have fluctuated as follows:—*Ragi* is stationary in nine districts; has fallen in two and has risen in ten. *Cholam* is stationary in two districts; has fallen in four and has risen in eight. *Cumbu* is stationary in six districts; has fallen in four and has risen in five. The public health is generally good but cholera is prevalent in most districts, Malabar, Kistna and Anantapur being most affected. Prospects are generally fair. The condition of the labouring classes is good and employment is procurable. Grain stocks are generally sufficient. The daily average number relieved on the test works in the Bellary taluk is 879.

The weekly report on the famine and scarcity is as follows:—The distress in Ganjam is decreasing owing to the rains, though it will continue in part till prices fall. Employment is available for the affected people in agricultural operations. There is not much wandering and no general emaciation. The condition of the people on relief is generally good and relief measures are sufficient. The public health is generally good but 221 deaths from cholera are reported. State loans are being granted for the construction of wells and purchase of fodder or seed grain. Seed grain purchased from famine charitable relief funds is being distributed free to distressed zemindari ryots of the Ganjam taluk. Price of food-grains 8·5 seers per rupee. The test work in Ganjam is closed. The daily average numbers on relief are:—Khonds on village works 52; on gratuitous 247; total 299.

Statement showing the number of persons in receipt of relief:

Name of Province or State.	Preceding week. (Revised figures.)			Present week.			Increase or Decrease.
	Relief works.	Gratuitous relief.	Total.	Relief works.	Gratuitous relief.	Total.	
1	2	3	4	5	6	7	8
British Provinces.							
Bengal . . .	19,030	26,100	45,130	15,507	29,801	45,308	+178
United Provinces of Agra and Oudh.	183,837	547,430	731,267*	135,789	556,560	692,349†	—38,918
Punjab* . . .	942	...	942	741	...	741	—201
Central Provinces .	1,126	41,870	42,996	894	43,553	44,447	+1,451
Bombay . . .	49	7,720	7,769	5	7,708	7,713	—56
Madras . . .	1,080	245	1,325	931	247	1,178	—147
Total British Provinces.	206,064	623,365	829,429	153,867	637,869	791,736	—37,693
Native States.							
Central India States .	17,013	42,685	59,698‡	10,776	39,250	50,026‡	—9,672
Bombay Native States .	...	27	27	...	86	86	+59
Total Native States	17,013	42,712	59,725	10,776	39,336	50,112	—9,613
Grand Total .	223,077	666,077	889,154	164,643	677,205	841,848	—47,306

* Excludes 3,050 persons relieved on private works.
† Excludes 2,732 persons relieved on private works.
‡ Includes figures for the Jhabua State for the week ending 20th June 1908 as no figures for that State were reported this or last week.

R. W. CARLYLE,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

FAMINE.

Statement showing the number of persons on relief works and in receipt of gratuitous relief in the Districts and Native States affected by famine or scarcity in India—(District details).

NOTE.—The figures are compiled from returns obtained from Local Governments and Political Officers, and give the corrected details of the totals reported in the telegraphic famine reports published weekly in the Supplement to the *Gazette of India*.

Non-labouring children and other dependants of relief workers are classed under relief works when distinguished in the local returns from persons gratuitously relieved in poor-houses or at their houses. Weavers relieved in their own trade are shown under "village doles or other relief."

No.	Name of Provinces, Districts and Native States.	Area in Sq. miles.	Population.	FOR THE WEEK ENDING SATURDAY, THE 11TH JULY 1908.								
				RELIEF WORKS.			Number on test works.	Total on works.	GRATUITOUS RELIEF.			GRAND TOTAL.
				Workers.	Dependants.	Total.			Poor-houses or kitchens.	Village doles or other relief.	Total.	
	United Provinces.											
1	Muttra	1,444	763,099	4,436	...	4,436	..	4,436	...	8,797	8,797	13
2	Agra	1,853	1,060,546	209	...	209	...	209	...	4,616	4,616	4
3	Etawah	1,691	806,798	253	...	253	...	253	36	3,469	3,505	3
4	Bareilly	1,579	1,090,117	...	...	...	...	...	...	908	908	
5	Budaun	2,013	1,025,753	58	...	58	...	58	...	1,459	1,459	1
6	Moradabad ...	2,285	1,191,993	...	...	...	...	...	...	440	440	
7	Cawnpore ...	2,366	1,258,868	...	...	...	...	...	61	2,123	2,184	2
8	Fatehpur... ...	1,631	686,391	771	...	771	...	771	...	1,916	1,916	2
9	Banda	3,061	631,058	18,051	1,294	19,345	...	19,345	115	56,972	57,087	76
10	Hamirpur ...	2,289	458,542	7,972	625	8,597	...	8,597	52	14,880	14,932	23
11	Allahabad ...	2,850	1,493,755	10,698	228	10,926	...	10,926	301	24,728	25,029	35
12	Jhansi	3,587	616,759	3,322	...	3,322	...	3,322	120	11,424	11,544	14
13	Jalaun	1,565	399,726	25,218	5	25,223	...	25,223	...	24,167	24,167	49
14	Benares	889	882,084	1,734	...	1,734	...	1,734	...	3,106	3,106	4
15	Mirzapur... ...	4,352	706,989	30,234	...	30,234	...	30,234	87	55,275	55,362	85
16	Jaunpur	1,550	1,202,920	21,030	...	21,030	...	21,030	5	6,613	6,618	27
17	Ghazipur ...	1,391	913,818	...	...	...	...	...	...	492	492	
18	Ballia	1,250	987,768	471	...	471	...	471	...	...	...	
19	Family Domains ...	473	66,601	6,595	...	6,595	...	6,595	...	7,426	7,426	14
20	Basti	2,796	1,846,153	4,170	...	4,170	...	4,170	318	24,139	24,457	28
21	Azamgarh ...	2,199	1,548,174	30	...	30	...	30	...	712	712	
22	Almora	5,416	465,893	1,445	...	1,445	...	1,445	...	1,430	1,430	2
23	Lucknow... ...	977	793,241	222	...	222	...	222	...	4,137	4,137	4
24	Unao	1,737	976,639	84	...	84	...	84	...	...	...	
25	Sitapur	2,250	1,175,473	12,471	30	12,501	...	12,501	187	41,412	41,599	54
26	Hardoi	2,325	1,093,000	3,628	...	3,628	...	3,628	44	7,249	7,293	10
27	Kheri	2,963	905,138	32,693	178	32,871	...	32,871	116	39,927	40,043	72
28	Fyzabad	1,749	1,204,967	1,134	...	1,134	...	1,134	32	3,320	3,352	4
29	Gonda	2,651	1,403,195	11,153	8	11,161	...	11,161	467	36,703	37,170	48
30	Bahraich ...	2,316	1,048,856	50,265	36	50,301	...	50,301	532	102,514	103,046	153
31	Sultanpur ...	1,701	1,083,904	...	...	...	...	...	109	4,073	4,182	4
32	Bara Banki ...	1,757	1,179,323	49,873	...	49,873	...	49,873	65	11,900	11,965	61
33	Rae Bareli ...	1,748	1,033,761	172	...	172	...	172	...	...	...	
34	Dehra Dun ...	1,193	178,195	497	...	497	...	497	...	375	375	
35	Garhwal ...	5,629	429,900	924	...	924	...	924	...	2,264	2,264	3
	Total United Provinces	77,526	32,609,397	299,813	2,404	302,217	...	302,217	2,647	508,966	511,613	813
	Bombay.											
1	Panch Mahals ...	1,606	261,020	...	...	...	91	91	...	946	946	1
2	West Khandesh ...	...	...	...	...	...	...	...	...	2,031	2,031	2
3	Nasik	5,850	413,386	...	...	...	...	...	...	1,767	1,767	1
4	Poona ...	5,349	995,330	...	...	...	...	...	...	152	152	
5	Sholapur ...	4,541	720,977	...	...	...	...	...	...	598	598	1
6	Ahmednagar ...	6,586	837,695	...	...	...	...	...	...	1,565	1,565	
7	Bijapur	5,669	735,435	...	...	...	...	...	...	668	668	
	Total Bombay ...	29,601	3,963,843	...	...	...	91	91	...	7,727	7,727	7
	Bengal.											
1	Nadia	2,793	1,667,491	...	...	...	2,548	2,548	...	...	...	2
2	Cuttack	3,629	2,062,758	...	...	...	1,408	1,408	...	6,197	6,197	7
3	Balasore	2,059	1,071,197	...	...	...	774	774	...	5,996	5,996	6
4	Puri	2,472	1,017,284	78	...	78	1,397	1,475	...	2,444	2,444	3
5	Bankura	2,621	1,116,411	...	...	...	7	7	...	1,524	1,524	1
6	Ranchi	7,178	1,187,925	5,651	...	5,651	4,220	9,871	...	2,934	2,934	
7	Hazaribagh ...	7,021	1,177,961	492	...	492	...	492	...	3,691	3,691	
8	Angul ...	1,681	191,911	...	...	...	553	553	...	1,120	1,120	
9	Jessore	2,925	1,813,155	...	...	...	221	221	...	2,809	2,809	
	Total Bengal ...	32,379	11,306,093	6,221	...	6,221	11,128	17,349	...	26,725	26,725	4

Statement showing the number of persons on relief works and in receipt of gratuitous relief in the Districts and Native States affected by famine or scarcity in India—(District details)—continued.

No.	Name of Provinces, Districts and Native States.	Area in Sq. miles.	Population.	FOR THE WEEK ENDING SATURDAY, THE 11TH JULY 1908.								
				RELIEF WORKS.			Number on test works.	Total on works.	GRATUITOUS RELIEF.			GRAND TOTAL.
				Workers.	Depend-ants.	Total.			Poor-houses or kitchens.	Village doles or other relief.	Total.	
	Central Provinces.											
1	Hoshangabad (portion)	400	44,000	...	...	...	...	...	...	468	468	468
2	Damoh (portion) ...	1,056	134,000	1,352	...	1,352	...	1,352	...	2,433	2,433	3,785
3	Nimar (portion) ...	724	86,000	4,440	...	4,440	...	4,440	...	1,243	1,243	5,683
4	Jubbulpore (portion) ..	2,700	372,000	...	...	...	...	...	...	9,220	9,220	9,220
5	Betul (portion) ...	266	23,000	...	...	...	...	...	243	1,296	1,539	1,539
6	Chhindwara (portion)...	2,616	192,000	...	...	...	...	...	...	2,549	2,549	2,549
7	Mandla (whole) ...	5,044	367,000	...	...	...	...	...	...	2,921	2,921	2,921
8	Seoni (portion) ...	1,658	184,000	7	...	7	...	7	...	1,739	1,739	1,746
9	Saugor (portion) ..	241	33,000	129	...	129	...	129	...	1,186	1,186	1,315
10	Nagpur („) ...	18	200,000	9,993	...	9,993	...	9,993	...	195	195	10,188
11	Bhandara („) ...	1,706	178,000	...	...	...	...	...	...	169	169	169
12	Balaghat („) ...	2,347	318,000	...	...	...	...	...	...	680	680	680
13	Bilaspur („) ...	2,780	162,000	...	...	...	...	...	...	148	148	148
	Total Central Provinces	21,556	2,293,000	15,921	...	15,921	...	15,921	243	24,247	24,490	40,411
	Punjab.											
1	Gurgaon	1,984	746,208	...	...	...	1,062	1,062	...	...	...	1,062
	Total Punjab ...	1,984	746,208	...	...	...	1,062	1,062	...	...	...	1,062
	Madras.											
1	Ganjam	8,372	2,010,256	342	...	342	...	342	...	204	204	546
	Total ...	8,372	2,010,256	342	...	342	...	342	...	204	204	546
	Total British Provinces	171,418	52,928,797	322,297	2,404	324,701	12,281	336,982	2,890	567,869	570,759	907,741
	Central India States.											
1	Rewa	13,000	1,327,385	19,000	...	19,000	...	19,000	...	4,000	4,000	23,000
2	Nagod	501	67,092									
3	Jaso	72	7,209									
4	Maihar	406	63,702									
5	Baraunda... ...	217	15,724	2,500	...	2,500	...	2,500	...	500	500	3,000
6	Sohawal	213	37,216									
7	Kothi	169	19,112									
8	Pabara	10	3,535									
9	Bhaisonda ...	12	4,168									
10	Orchha	2,079	322,000	1,390	280	1,670	...	1,670	39	138	177	1,847
11	Datia	911	173,759	197	30	227	...	227	52	1,311	1,363	1,590
12	Samthar	178	33,472	310	...	310	...	310	...	...	...	310
13	Ajaigarh	771	78,236	21	...	21	...	21	...	64	64	85
14	Sarila	35	6,298	351	35	386	...	386	34	24	58	444
15	Charkhari ...	702	123,954	731	101	832	...	832	22	441	463	1,295
16	Chatarpur ...	1,115	156,139	...	...	...	224	224	35	224	259	483
17	Lughasi ... (Jagir)...	46	6,285	...	...	...	...	...	...	47	47	47
18	Bagni	122	19,780	...	...	...	...	...	...	310	310	310
19	Alipura ... (Jagir)...	73	15,000	...	...	...	...	...	...	89	89	89
20	Jigni ... („)...	22	4,000	...	...	...	1	1	8	...	8	9
21	Naigaon Ribai („)...	7	3,000	...	...	...	...	...	...	22	22	22
22	Bibat („) ..	16	4,000	...	...	...	...	...	...	88	88	88
23	Beri („)...	32	4,000	...	...	...	39	39	...	53	53	92
24	Banka Pahari („)...	5	1,000	...	...	...	...	...	...	9	9	9
25	Tori Fatehpur („)...	36	7,000	20	...	20	...	20	25	4	29	49
26	Dhurwai („)...	18	2,000	...	...	...	...	...	...	18	18	18
27	Bijna ... („)...	27	2,000	...	...	...	...	...	...	45	45	45
28	Panna	2,492	193,000	...	...	...	86	86	...	344	344	430
29	Gaurihar... ...	73	8,000	7	12	19	...	19	...	82	82	101
30	Bijawar	973	110,000	...	...	...	...	...	8	5	13	13
31	Jhabua	1,336	80,889	2,425	626	3,051	...	3,051	...	...	...	3,051*
32	Manpur (British) ...	49	5,000	60	...	60	...	60	...	76	76	136
33	Indore	5,120	357,000	819	...	819	...	819	...	40,773	40,773	41,592
34	Gwalior Residency area	1	1,000	110	...	110	...	110	...	18	18	128
	Total Central India States.	30,839	3,261,955	27,941	1,084	29,025	350	29,375	223	48,685	48,908	78,283
	Total Native States...	30,839	3,261,955	27,941	1,084	29,025	350	29,375	223	48,685	48,908	78,283
	Grand Total British Provinces and Native States.	202,257	56,190,752	350,238	3,488	353,726	12,631	366,357	3,113	616,554	619,667	986,024

* Figures for the 20th June have been included as no figures were reported for this or the last week.

R. W. CARLYLE,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

SANITARY.

PLAGUE.

Simla, the 30th July, 1908.

The following preliminary statement of plague seizures and deaths reported in India, during the week ending the 25th July 1908, is published for general information:

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
Bombay Presidency and Sind.	Northern.	Bombay City	B., B. & C. I. & G. I. P.	38	31
		Dholera Port	B.-G.-J.-P.	.....	...
		Kaira District	B., B. & C. I.	2	...
		Broach Port	" "	.....	...
		Broach District	" "	.....	...
		Palanpur Agency	" "	.....	...
		Surat Town and Port	" "	.....	...
		Bulsar Port	" "	1	1
		Surat District	" "	.....	...
		Jhara Port	.....	.....	...
		Utan "	B., B. & C. I. & B.-G.-J.-P.	.....	...
		Vesava "	" "	.....	...
		Kelva "	B., B. & C. I.	.....	...
		Trombay "	G. I. P.	.....	...
		Tarapur "	B., B. & C. I.	.....	...
		Manori "	" "	.....	...
		Mahim "	" "	.....	...
		Darawai "	.....	.....	...
		Dhanu "	B., B.	.....	...
		Bhiwndi "	G. I. P.	.....	...
		Aghashi "	B., B. & C. I.	.....	...
		Shirgaon "	" "	.....	...
		Kurla "	.....	.....	...
		Bassein "	B., B. & C. I.	.....	...
		Kalyan	G. I. P.	4	1
		Thana "	"	3	3
		Bandra "	B., B. & C. I.	.....	...
		Umbergaon Port	" "	.....	...
		Kon "	.....	.....	...
		Thana District	G. I. P. & B., B. & C. I.	8	4
	Central.	Poona City	S. M. & G. I. P.	.....	...
		Poona District	" "	36	24
		Satara "	S. M.	.....	...
		East Khandesh District	G. I. P.	.....	...
		Sholapur Town	"	.....	...

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
BOMBAY PRESIDENCY AND SIND.	Southern.	Alibag Port	G. I. P.	.....	...
		Thal "	.....	.....	...
		Mora "	G. I. P. & B., B. & C. I.	.....	...
		Panvel "	G. I. P.	.....	...
		Mahad "	.....	.....	...
		Nagothna Port	.....	.....	...
		Eshoi "	.....	.....	...
		Roha "	G. I. P. & S. M.	.....	...
		Ashtami "	" "	.....	...
		Revdanda "	G. I. P. & S. M.	.....	...
		Kolaba District	G. I. P. & B., B. & C. I.	.....	...
		Ratnagiri Port	S. M.	.....	...
		Viziadrug "	"	.....	...
		Harnai "	"	.....	...
		Rajapur "	"	.....	...
		Vengurla "	"	.....	...
		Malwan "	.....	.....	...
		Jaitapur "	.....	.....	...
		Dabhal "	.....	.....	...
		Joigad "	.....	.....	...
		Deogad "	.....	.....	...
		Ratnagiri District	S. M.	.....	...
		Belgaum "	"	42	0
		Hubli Town	"	.....	...
		Dharwar "	"	7	2
		Karwar Port	"	.....	...
		Kumta "	"	.....	...
		Savantvadi State	"	.....	...
	Sind.	Karachi Town and Port	N. W.	12	12
		Karachi District	"	.....	...
		Hyderabad Town	"	.....	...
		Hyderabad District	" & J. B.	.....	...
		Larkhana "	"	.....	...
		Thar and Parkar District	J. B.	.....	...
		Upper Sind Frontier District	.....	.....	...
		Sukkur District	N. W.	.....	...
		Khairpur State	" & J. B.	.....	...
	Political Charges.	Akalkot State	G. I. P.	.....	...
		Aundh "	G. I. P. & S. M.	.....	...
		Sholapur Agency	.....	.....	...
		Phaltan State	G. I. P. & S. M.	.....	...
		Tuna Port	Tuna-Anjar	.....	...

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
Bombay Presidency and Sind.	Political Charges.	Mundra Port	Tuna-Anjar	.....	...
		Bijapur Agency		.....	...
		Cambay Port	B., B. & C. I.	.....	...
		Cambay State	"	.....	...
		Mandvi Port	Tuna-Anjar	.....	...
		Jakhau Port	"	.....	...
		Cutch State	"	18	5
		Savanur "	S. M.	.....	...
		Bhor "	G. I. P.	.....	...
		Mongrol Port	B.-G.-J.-P.	.....	...
		Mahuwa "	"	.....	...
		Jafrabad "	"	.....	...
		Vawania "	" (Morvi Sec.)	.....	...
		Jamnagar Town and Port	"	.....	...
		Verawal Port	"	6	4
		Bhavnagar Town and Port	"	.....	...
		Kathiawar Agency	B., B. & C. I., Morvi & B.-G.-J.-P.	.....	...
		Kolhapur and Southern Mahratta Country.	S. M.	.....	...
		Sachin State	B., B. & C. I.	.....	...
		Dharampur State	"	.....	...
		Srivardhan Port	G. I. P. & S. M.	.....	...
		Murud "	S. M.	.....	...
		Barimandla "		.....	...
		Nandgaon "	G. I. P.	.....	...
		Majagaon "	"	.....	...
		Rajapuri "	S. M.	.....	...
		Janjira "	G. I. P.	.....	...
		Janjira State	"	.....	...
		Velan Port		.....	...
		Bet Port	B.-G.-J.-P.	2	2
		Dwarka Port	"	.....	...
		Baroda City	B., B. & C. I.	.....	...
		Billimora Port	"	.....	...
		Kodinar "	B.-G.-J.-P.	.....	...
		Baroda State	B., B. & C. I.	.....	...
		Satara Agency	S. M.	.....	...
		Jath State	"	.....	...
		Poona Agency	"	.....	...
		Surat Agency	B., B. & C. I.	.....	...
		Aden		.....	...
			TOTAL	179	119

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
MADRAS PRESIDENCY.	...	Madras City	Madras & S. M. & S. I.	.....	...
		Salem District	"	3 (a)	1
		Bellary Town	Madras & S. M.	.....	...
		Bellary Cantonment	"	.....	...
		Bellary District	"	.....	...
		Malabar District	"	.....	...
		Kurnool "	"	4	2
		North Arcot District	S. I. & Madras & S. M.	.....	...
		Cuddalore Port	Madras & S. M.	.....	...
		Mangalore "	"	3	2
		Tinnevelly District	S. I.	.....	...
		Cuddapah "	Madras & S. M. & S. I.	.....	...
		Madura "	S. I.	.....	...
		Vizagapatam Port	B.-N. & Madras & S. M.	.....	...
		Vizagapatam District	" "	.....	...
		Coimbatore "	Madras & S.M., S. I. & Nilgiri	62 (b)	42 (c)
		Ganjam District	B. N.	.....	...
		Ermala Port		.....	...
		South Canara District	S. I. & Madras & S. M.	.....	...
		Ootacamund Town		3	2
		Nilgiris District	Madras & S. M.	.....	...
		Chingleput "	S. I. & Madras & S. M.	.....	...
		Godavari "	Madras & S. M.	.....	...
		Cannanore Port	"	4	3
		Tanjore District	S. I.	.....	...
		Trichinopoly "	"	.....	...
		Cochin State	Madras & S. M.	.....	...
		South Arcot District	"	1 (d)	1 (d)
		Nellore District	"	.....	...
		Bimlipatam Port	"	.....	...
		Calingapatam "	"	.....	...
		Coconada "	"	.....	...
		Gopalpore "	B. N.	.....	...
		Calicut "	Madras & S. M.	.....	...
		Sandur State	"	.....	...
			TOTAL	80	53
BENGAL.	Presidency.	Calcutta	E. I., E. B. S. & B. N.	23	22
		24-Parganas District	E. B. S.	1	1
		Jessore District	"	.....	...
		Nadia "	"	.....	...
		Murshidabad District	" & E. I.	.....	...
		Khulna District	"	.....	...

(a) One imported. | (b) Four imported. | (c) Two imported. | (d) Imported.

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
BENGAL.	Burdwan	Midnapore District	B. N.	.....	...
		Burdwan "	E. I.	.....	...
		Hooghly District	"	.....	...
		Howrah Town	E. I. & B. N.	.....	...
		Howrah District	E. I.	.....	...
		Birbhum "	"	.....	...
		Bankura "	B. N.	.....	...
	Patna	Saran District	B. & N.-W.	.....	...
		Gaya Town	E. I.	.....	...
		Gaya District	"	.....	...
		Muzaffarpur District	B. & N.-W.	.....	...
		Darbhanga District	"	.....	...
		Shahabad "	E. I.	.....	...
		Dinapore	"	.....	...
		Patna City	"	.....	...
		Patna District	"	.....	...
	Bhagalpur	Monghyr Town	E. I.	2	2
		Monghyr District	"	.....	...
		Darjeeling District	D. H.	.....	...
		Bhagalpur Town	E. I.	.....	...
		Bhagalpur District	" & B. & N.-W.	.....	...
		Purnea "	E. B. S.	.....	...
		Sonthal Parganas District	E. I.	.....	...
	Chota Nagpur.	Palamau District	E. I.	.....	...
		Manbhum District	E. I. & B. N.	.....	...
		Singhbhum District	B. N.	.....	...
		Hazaribagh "	E. I.	.....	...
		Gangpur State	B. N.	.....	...
	Orissa	Cuttack District	B. N.	.....	...
		Sambalpur "	"	.....	...
			TOTAL	26	25

Presidency or Province.	Division.	District and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
United Provinces.	Meerut	Dehra Dun District	O. & R.	.....	...
		Meerut City	N. W.	.....	...
		Meerut Cantonment	"	.....	...
		Meerut District	" O. & R. & E. I.	.....	...
		Muzaffarnagar City	"	.....	...
		Muzaffarnagar District	"	.....	...
		Aligarh City	E. I. & O. & R.	.....	...
		Koil City		.....	...
		Hathras City	B., B. & C. I. & E. I. R.	.....	...
		Aligarh District	E. I. & O. & R.	.....	...
		Saharanpur City	O. & R. & N. W.	.....	...
		Hardwar Union	"	.....	...
		Roorkee Town	"	.....	...
		Saharanpur District	" & N. W.	.....	...
		Bulandshahr "	E. I.	.....	...
	Agra	Etawah City	E. I.	.....	...
		Etawah District	"	.....	...
		Fategarh	B., B. & C. I.	.....	...
		Furrukabad Town	" " & E. I.	.....	...
		Furrukabad District	" " "	.....	...
		Mainpuri District	E. I.	.....	...
		Agra City	B., B. & C. I., G. I. P. & E. I.	.....	...
		Agra District	" " " "	.....	...
		Etah "	"	.....	...
		Muttra City	" & G. I. P.	.....	...
		Muttra District	" "	.....	...
	Rohilkhand.	Bareilly City	R. & K. & O. & R.	.....	...
		Bareilly District	" "	.....	...
		Shahjahanpur City	" "	.....	...
		Shahjahanpur District	" "	.....	...
		Budaun District	O. & R. & B., B. & C. I.	.....	...
		Bijnor Town	"	.....	...
		Bijnor District	"	.....	...
		Moradabad City	" & R. K.	.....	...
		Moradabad District	" "	.....	...
		Pilibhit District	R. K.	.....	...

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
United Provinces.	Allahabad.	Allahabad City	E. I. & O. & R.	.....	...
		Allahabad District	" "	.....	...
		Cawnpur City	" " B., B. & C. I. & G. I. P. (I. M. Sec.)	.....	...
		Cawnpur District	" " " "	.....	...
		Fatehpur "	E. I.	.....	...
		Banda "	G. I. P. (I. M. Sec.) & E. I.	.....	...
		Jhansi City	" (")	.....	...
		Jhansi District	" (")	.....	...
		Hamirpur "	" (")	.....	...
		Jalaun "	" (")	.....	...
	Benares.	Benares Cantonment	B. & N. W. & O. & R.	.....	...
		Benares City	" " "	.....	...
		Benares District	" " " & E. I.	.....	...
		Ballia "	"	1	1
		Jaunpur City	O. & R.	.....	...
		Jaunpur District	" & B. & N. W.	.....	...
		Ghazipur "	E. I. & B. & N W.	.....	...
		Mirzapur City	"	.....	...
		Mirzapur District	" & O. & R.	.....	...
	Gorakhpur.	Azamgarh City	E. I.	.....	...
		Azamgarh District	"	2	2
		Gorakhpur City	B. & N. W.	.....	...
		Gorakhpur District	"	.....	...
		Basti District	"	.....	...
	Kumaun	Naini Tal District	O. & R.	.....	...
		Garhwal "	"	.....	...
	Lucknow.	Unao District	O. & R. & B. & N. W.	.....	...
		Lucknow City	" " & R. K.	.....	...
		Lucknow District	" "	.....	...
		Hardoi "	"	.....	...
		Rae Bareli "	"	.....	...
		Sitapur "	R. K.	.....	...
		Kheri "	"	.....	...

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
United Provinces.	Fyzabad.	Bahraich District	B. & N. W.	.....	...
		Gonda "	"	.....	...
		Partabgarh "	O. & R.	.....	...
		Sultanpur "	"	.....	...
		Ajodhya	" & B. & N. W.	.....	...
		Fyzabad City	"	.....	...
		Fyzabad District	"	.....	...
		Bara Banki Town	B. & N. W. & O. & R.	.....	...
		Bara Banki District	" & "	.....	...
			Total	3	3
	Delhi	Gurgaon District	B., B. & C. I.	.....	...
		Hissar "	" & N. W.	.....	...
		Karnal "	E. I.	.....	...
		Simla "	K. S.	.....	...
		Delhi District	E. I., N. W., O. & R., G. I. P. & B., B. & C. I.	.....	...
		Ambala "	N. W. & E. I.	.....	...
		Ludhiana "	"	.....	...
		Rohtak "	"	.....	...
Punjab.	Jullundur	Jullundur City	N. W.	.....	...
		Jullundur District	"	.....	...
		Hoshiarpur "	"	.....	...
		Ferozepur "	"	.....	...
		Kangra "	"	.....	...
	Lahore.	Amritsar City	N. W.	.....	...
		Amritsar District	"	1	1
		Gurdaspur "	"	.....	...
		Lahore City	"	.....	...
		Lahore District	"	4	4
		Gujranwala District	"	.....	...
		Montgomery City	"	.....	...
		Montgomery District	"	.....	...
		Sialkot "	"	.....	...

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
PUNJAB	Rawalpindi.	Rawalpindi District	N. W.	3	3
		Gujrat "	"	.....	...
		Shahpur "	"	.....	...
		Jhelum "	"	.....	...
		Attock "	"	.....	...
	Multan	Mianwali District	N. W.	.....	...
		Lyallpur "	"	.....	...
		Jhang "	"	.....	...
		Muzaffargarh "	"	.....	...
		Multan "	"	.....	...
	...	Patiala City	Rajpura-Bhatinda (N. W. Ry.)	.....	...
		Patiala State	N.W., E.I., B., B. & C. I & J. B.	.....	...
		Maler Kotla State	"	.....	...
		Jind "	"	.....	...
		Nalagarh "	"	.....	...
		Nabha "	"	.....	...
		Bahawalpur "	"	.....	...
			TOTAL	8	8
BURMA	Pegu	Rangoon Town	Burma	34	32
		Hanthawaddy District	"	.....	...
		Pegu "	"	13	14
		Tharrawaddy "	"	29	24
		Prome "	"	1	1
	Irrawaddy	Maubin District	Burma	12	10
		Bassein "	"	3	3
		Henzada "	"	15	14
		Pyapon "	"	1	1
		Myaungmya "	"	5	5

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
BURMA.	Tenasserim.	Toungoo District	Burma	.....	...
		Thaton "	"	4(a)	5(a)
		Moulmein Town	"	24	25
		Amherst (Moulmein) District	"	4	2
		Tavoy District	"	.....	...
	Minbu	Thayetmyo District	Burma	.....	...
		Pakokku "	"	.....	...
		Minbu "	"	.....	...
		Magwe "	"	.....	...
	Mandalay	Mandalay Town	Burma	.....	...
		Maymyo Town	"	.....	...
		Mandalay District	"	.....	...
		Myitkyina "	"	.....	...
		Bhamo "	"	8	7
	Sagaing	Shwebo District	Burma	.....	...
		Lower Chindwin (Monywa) District	"	.....	...
		Sagaing District	"	2	2
	Meiktila	Myingyan District	Burma	.....	...
		Yamethin "	"	2	2
		Kyaukse "	"	.....	...
		Meiktila "	"	.....	...
		Northern Shan States		.....	...
			TOTAL	157	147
EASTERN BENGAL AND ASSAM.	Rajshahi	Pabna District	E. B. S.	.....	...
		Malda "	"	.....	...
	Assam Valley Districts.	Goalpara "	"	.....	...
	Dacca	Dacca Town	"	.....	...
		Dacca District	"	.....	...
		Faridpur District	"	.....	...
		Manipur State		.....	...
			TOTAL	.....	...

(a) During the week ending 18th July 1908 five seizures and no deaths from plague were reported from the Thaton District, and not 1 seizure and 1 death as shown in the statement for that week.

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
CENTRAL INDIA.	...	Indore City	B., B. & C. I.	.....	...
		Indore State	" & G. I. P.	.....	...
		Indore Residency	"	.....	...
		Ujjain City	" & G. I. P.	.....	...
		Gwalior "	G. I. P.	.....	...
		Gwalior State (portion in Bhopal)	B., B. & C. I. & G. I. P.	.....	...
		Dhar State	G. I. P. (I. M. Sec.) & Gwalior	.....	...
		Pathari "	" (")	.....	...
		Malwa Agency	Rajputana-Malwa	.....	...
		Sundersi Pergana (in the Bhopal Agency)		.....	...
		Nagode State		.....	...
		Bhopal City	G. I. P.	.....	...
		Bhopal State	"	.....	...
		Sagore (Gwalior)		.....	...
		Shahjahanpur (Gwalior)		.....	...
		Guaranteed Holding, in Bhopal Agency	G. I. P.	.....	...
		Maksudangarh State	G. I. P. (I. M. Sec.)	.....	...
		Mhow Cantonment	B., B. & C. I. (Rajputana-Malwa)	.....	...
		Nimach "	"	.....	...
		Orchha State	"	.....	...
		Rutlam City	"	.....	...
		Rutlam State	"	.....	...
		Dewas Town	"	.....	...
		Dewas State	G. I. P.	.....	...
		Narsingarh State	"	.....	...
		Guaranteed Holdings in Malwa Agency		.....	...
		Tonk State (portion in Central India)	G. I. P.	.....	...
		Baghelkhand Agency States	E. I. & B. N.	.....	...
		Rewa Town		.....	...
		Rewa State	E. I.	.....	...
		Sehore Cantonment	G. I. P.	.....	...
		Sehore State	"	.....	...
		Rugoo State	"	.....	...
		Datia City	"	.....	...
		Datia State	"	.....	...
		Sailana Town	B., B. & C. I.	.....	...
		Sailana State	"	.....	...
		Sitamau "	"	.....	...
		Piploda "	"	.....	...
		Bagli "	"	.....	...
		Jhabua "	"	.....	...
		Jaora Town	"	.....	...
		Jaora State	"	.....	...

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
CENTRAL INDIA.	...	Agar Military Station	G. I. P.	.....	...
		Manpur	B., B. & C. I.	.....	...
		Rajgarh State	G. I. P.	.....	...
		Kurwai "	"	.....	...
		Barwani State	" & B., B. & C. I.	.....	...
		Lashkar City	"	.....	...
			TOTAL	.....	...
RAJPUTANA AND AJMER-MERWARA.	...	Bharatpur State	B., B. & C. I.	.....	...
		Ajmer City	"	.....	...
		Ajmer District	"	.....	...
		Deoli	"	.....	...
		Ajmer-Merwara District	"	.....	...
		Abu Road	"	.....	...
		Mewar State	"	.....	...
		Partabgarh State	"	.....	...
		Chitor (Udaipur) State	"	.....	...
		Tonk State	"	.....	...
		Marwar State (Jodhpur)	J. B.	.....	...
		Jaipur City	B., B. & C. I.	.....	...
		Jaipur State	"	.....	...
		Kishengarh Town	"	.....	...
		Bikaner State	J. B.	.....	...
		Jhallawar "	G. I. P. & B., B. & C. I.	.....	...
		Kotah "	B., B. & C. I.	.....	...
		Sirohi "	"	.....	...
		Shahpura "	G. I. P.	.....	...
		Dholpur	"	.....	...
		Alwar City	B., B. & C. I.	.....	...
		Alwar State	"	.....	...
		Beawar	"	.....	...
		Karauli State	"	.....	...
		Banswara Town	"	.....	...
		Banswara State	"	.....	...
			TOTAL	.....	...
KASHMIR	...	Jammu City	N. W.	.....	...
		Jammu District	"	.....	...
		Mirpur "	"	.....	...
		Kathua "	"	.....	...
			TOTAL	.....	...
				.....	...

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
N.-W. F. PROVINCE	...	Abbottabad Town	N. W.	...	...
		Hazara District	"	...	...
		Bannu "		...	...
		Kohat Cantonment	N. W.	...	...
		Kohat Town	"	...	...
		Kohat District	"	...	...
		Dera Ismail Khan Town	"	...	...
		Dera Ismail Khan Cantonment	"	...	...
		Dera Ismail Khan District	"	...	...
		Peshawar Town	"	...	...
		Peshawar Cantonment	"	...	...
		Nowshera "	"	...	...
		Peshawar District	"	...	...
		Khyber Agency		...	...
			TOTAL	...	...
BALUCHISTAN.	...	Sonmiani	N. W.	...	...
		Hirok	"	...	...
		Sibi	"	...	...
		Fort Sandeman	"	...	...
		Las Bela State	"	...	...
			TOTAL	...	...
			GRAND TOTAL	621	461

H. A. STUART,

Offg. Secretary to the Government of India.

Return by the Railway Board on the progress in the introduction of, and results of working, the automatic vacuum brake on the railways in India, during the six months ended the 31st December 1907.

TABLE No. I.

Statement showing, for the six months ended the 31st December 1907, the railways on which the automatic vacuum brake was in use, the mileage run by trains fitted with the brake, the number and proportion of rolling-stock fitted, and the progress made in fitting stock since the previous half-year.

Railway (including lines worked).	Period.	Locomotives. Passenger. Fitted.	Locomotives. Passenger. Not fitted.	Locomotives. Passenger. Percentage of fitted on total.	Locomotives. Goods and Mixed. Fitted.	Locomotives. Goods and Mixed. Not fitted.	Locomotives. Goods and Mixed. Percentage of fitted on total.	Coaching Vehicles (*including passenger brake-vans*). Braked.	Coaching Vehicles. Piped.	Coaching Vehicles. Not fitted.	Coaching Vehicles. Percentage of braked and piped on total.	Goods Vehicles (*including goods brake-vans but excluding cranes*). Braked.	Goods Vehicles. Piped.	Goods Vehicles. Not fitted.	Goods Vehicles. Percentage of braked and piped on total.	Number of miles run by trains fitted.	Percentage of mileage run by trains fitted on total train-mileage.	Total number of instances in which the brake failed to act or caused delay in the working of trains.	Number of miles run by trains fitted to each case of failure.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
5′ 6″ Gauge.																			
Bengal-Nagpur	First-half, 1907	74	...	100·00	110	115	48·89	770	...	6	99·23	1,352	878	5,793	27·80	1,226,994	37·26	9	136,333
	Second-half, 1907	74	...	100·00	115	115	50·00	785	...	5	99·37	1,956	950	5,792	33·41	1,307,558	41·94	5	261,511
Bombay, Baroda and Central India	First-half, 1907	88	...	100·00	103	30	77·44	528	4	...	100·00	2	49	(a)5,209	0·97	1,113,561	50·44	8	139,195
	Second-half, 1907	87	...	100·00	119	29	80·41	536	4	...	100·00	27	49	(a)5,220	1·44	1,126,140	54·69	10	112,614
Eastern Bengal State	First-half, 1907	64	7	90·14	79	48	62·20	554	68	60	91·20	...	11	4,470	0·25	588,642	33·26	3	196,214
	Second-half, 1907	71	7	91·03	80	48	62·50	605	75	35	95·10	...	12	4,639	0·26	617,525	31·00	3	205,842
East Indian (b)	First-half, 1907	161	12	93·06	342	428	44·42	1,631	77	203	89·38	1,416	78	18,824	7·35	3,700,337	37·76	15	246,689
	Second-half, 1907	177	5	97·25	332	429	43·63	1,672	77	203	89·60	1,689	88	18,934	8·58	3,696,137	39·19	26	142,159
Great Indian Peninsula	First-half, 1907	228	...	100·00	335	304	52·43	(c)1,851	...	575	76·30	...	168	11,962	1·38	3,535,359	37·97	29	121,909
	Second-half, 1907	256	...	100·00	345	287	54·59	1,779	...	62	96·63	355	169	12,323	4·08	3,681,489	43·54	35	105,186
Madras	First-half, 1907	54	...	100·00	116	105	52·49	891	12	42	95·55	554	15	4,697	10·81	844,684	32·39	8	105,585
	Second-half, 1907	64	...	100·00	129	105	55·13	986	4	22	97·83	689	399	4,296	20·21	1,118,642	40·68	6	186,440
Nizam's Guaranteed State	First-half, 1907	...	5	...	...	56	...	57	3	86	41·10	...	...	1,093	...	...	...	...	...
	Second-half, 1907	10	2	83·33	...	49	...	84	3	59	59·59	...	...	1,126	...	20,956	3·71	1	20,956
North Western State	First-half, 1907	246	18	93·18	579	22	96·34	2,360	75	234	91·23	2,927	117	10,531	22·42	3,760,693	38·75	6	626,782
	Second-half, 1907	246	18	93·18	579	22	96·34	2,414	75	234	91·41	3,471	117	10,266	25·90	3,744,266	36·76	8	468,033
Oudh and Rohilkhand State	First-half, 1907	65	...	100·00	105	35	75·00	720	50	55	93·33	36	13	5,552	0·87	971,885	37·12	6	161,981
	Second-half, 1907	94	...	100·00	87	27	76·32	722	50	28	96·50	38	23	5,566	1·08	1,242,828	46·33	12	103,569
Total of all 5′ 6″ Gauge Railways	First-half, 1907	980	42	95·89	1,769	1,143	60·75	9,362	289	1,261	88·44	6,287	1,329	68,131	10·05	15,742,155	37·58	84	187,407
	Second-half, 1907	1,079	32	97·12	1,786	1,111	61·65	9,583	288	648	93·84	8,225	1,807	68,162	12·83	16,555,541	40·12	106	156,184

Assam-Bengal	First-half, 1907	...	...	...	78	9	89·66	251	7	8	96·99	305	82	1,614	19·34	253,411	29·35	2	126,705
	Second-half, 1907	...	...	...	78	9	89·66	254	5	...	100·00	460	119	1,647	26·01	292,744	32·23	1	292,744
Bengal and North-Western	First-half, 1907	48	...	100·00	60	175	25·53	524	20	634	46·18	...	...	6,312	...	320,459	11·53	9	35,606
	Second-half, 1907	49	...	100·00	63	177	26·25	547	46	605	49·50	...	5	6,368	0·08	300,480	11·04	11	27,316
Burma	First-half, 1907	28	...	100·00	123	107	53·48	550	44	433	57·84	397	16	4,941	7·71	565,099	20·80	*Nil.*	...
	Second-half, 1907	36	...	100·00	123	107	53·48	558	44	433	58·16	960	16	4,917	16·56	700,765	26·10	13	53,905
Eastern Bengal State	First-half, 1907	68	...	100·00	59	29	67·05	442	40	157	75·43	...	2	3,890	0·05	227,336	17·48	*Nil.*	...
	Second-half, 1907	68	...	100·00	59	29	67·05	476	45	154	77·19	...	16	3,879	0·41	231,026	16·02	1	231,026
Nilgiri and Shoranur-Cochin	First-half, 1907	...	...	...	6	12	33·33	12	...	35	25·53	22	...	159	12·15	26,964	21·20	*Nil.*	...
	Second-half, 1907	...	...	...	6	12	33·33	12	1	34	27·66	22	...	159	12·15	22,767	19·23	*Nil.*	...
Rajputana-Malwa	First-half, 1907	71	74	48·97	23	288	7·40	270	226	1,182	29·56	140	55	7,787	2·44	691,953	15·62	19	36,418
	Second-half, 1907	87	64	57·62	27	286	8·63	409	462	805	51·97	417	539	7,036	11·96	810,049	19·32	30	27,001
Rohilkund and Kumaon	First-half, 1907	...	...	...	18	30	37·50	51	41	129	41·63	...	...	1,377	...	5,068	1·03	*Nil.*	...
	Second-half, 1907	...	...	...	24	30	44·44	51	41	129	41·63	...	...	1,446	...	5,152	1·09	*Nil.*	...
South Indian	First-half, 1907	39	44	46·99	54	111	32·73	288	2	787	26·93	1	55	3,961	1·39	505,176	20·83	1	505,176
	Second-half, 1907	39	44	46·99	54	111	32·73	307	2	787	28·19	15	65	3,936	1·99	526,280	20·46	6	87,713
Southern Mahratta	First-half, 1907	(d)36	6	85·71	(e)13	182	6·67	(f)119	(g)3	889	12·07	...	...	5,386	...	(h)396,356	16·06	4	99,089
	Second-half, 1907	(d)36	2	94·74	(e)25	181	12·14	(f)120	(g)3	888	12·17	...	...	5,391	...	(i)716,290	29·44	2	358,145
Total	First-half, 1907	290	124	70·05	434	943	31·52	2,507	383	4,254	40·45	865	210	35,427	2·95	2,991,822	16·99	35	85,481
	Second-half, 1907	315	110	74·12	459	942	32·76	2,734	649	3,835	46·87	1,874	760	34,779	7·04	3,605,553	20·55	64	56,337
TOTAL OF ALL 3′ 3⅜″ GAUGE RAILWAYS IRRESPECTIVE OF WHETHER OR NOT THE VACUUM BRAKE IS IN USE.	First-half, 1907	290	128	69·38	434	1,125	27·84	2,507	383	5,056	36·37	865	210	40,062	2·61	2,991,822	15·35	35	85,481
	Second-half, 1907	315	114	73·42	459	1,130	28·89	2,734	649	4,648	42·12	1,874	760	39,492	6·25	3,605,553	18·64	64	56,337

(a) Includes one hundred 5′ 6″ gauge coal wagons borne on the Rajputana-Malwa railway rolling-stock list.
(b) Excludes locomotives and vehicles in use on lines under construction.
(c) Including goods brake-vans.
(d) Includes 4 engines fitted with the Westinghouse brake.
(e) Includes 3 engines fitted with the Westinghouse brake.
(f) Includes 47 vehicles fitted with the Westinghouse brake.
(g) Fitted with the Westinghouse brake.
(h) Includes 6,268 miles run by trains fitted with the Westinghouse brake.
(i) Includes 55,792 miles run by trains fitted with the Westinghouse brake.

TABLE No. I.—*concld.*

Statement showing for the six months ended the 31st December 1907, the railways on which the automatic vacuum brake was in use, the mileage run by trains fitted with the brake, the number and proportion of rolling-stock fitted, and the progress made in fitting stock since the previous half-year—concld.

Railway (including lines worked).	Period.	Locomotives. Passenger. Fitted.	Locomotives. Passenger. Not fitted.	Locomotives. Passenger. Percentage of fitted on total.	Locomotives. Goods and Mixed. Fitted.	Locomotives. Goods and Mixed. Not fitted.	Locomotives. Goods and Mixed. Percentage of fitted on total.	Coaching Vehicles (*including passenger brake-vans*). Braked.	Coaching Vehicles. Piped.	Coaching Vehicles. Not fitted.	Coaching Vehicles. Percentage of braked and piped on total.	Goods Vehicles (*including goods brake-vans but excluding cranes*). Braked.	Goods Vehicles. Piped.	Goods Vehicles. Not fitted.	Goods Vehicles. Percentage of braked and piped on total.	Number of miles run by trains fitted.	Percentage of mileage run by trains fitted on total train-mileage.	Total number of instances in which the brake failed to act or caused delay in the working of trains.	Number of miles run by trains fitted to each case of failure.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
2′ 6″ Gauge.																			
Barsi Light	First-half, 1907	...	...	...	3	4	42·86	26	...	7	78·79	1	...	92	1·07	...	...	...	...
	Second-half, 1907	...	...	...	3	4	42·86	34	...	7	82·93	...	...	133	..	...	...	...	...
Jubbulpore-Gondia, Mourbhanj, Parlakimedi, Purulia-Ranchi and Raipur-Dhamtari.	First-half, 1907	9	...	100·00	16	13	55·17	54	...	36	60·00	317	...	106	74·94	215,616	79·92	*Nil*	...
	Second-half, 1907	18	...	100·00	16	12	57·14	65	...	36	64·36	455	...	132	77·51	252,764	88·94	...	...
Kalka-Simla, Khushalgarh-Kohat-Thal and Nowshera-Durgai.	First-half, 1907	...	...	...	24	30	44·44	92	...	80	53·49	144	16	431	27·07	107,277	33·96	11	9,752
	Second-half, 1907	...	...	...	24	30	44·44	86	...	86	50·00	144	11	436	26·23	108,431	35·31	4	27,108
Total	First-half, 1907	9	...	100·00	43	47	47·78	172	...	123	58·31	462	16	629	43·18	322,893	50·04	11	29,354
	Second-half, 1907	18	...	100·00	43	46	48·31	185	...	129	58·92	599	11	701	46·53	361,195	53·33	4	90,299
Total of all 2′ 6″ gauge railways irrespective of whether or not the vacuum brake is in use.	First-half, 1907	9	...	100·00	43	107	28·67	172	...	417	29·20	462	16	1,508	24·07	322,893	30·12	11	29,354
	Second-half, 1907	18	4	81·82	43	111	27·92	185	...	433	29·94	599	11	1,780	25·52	361,195	32·40	4	90,299
2′ 0″ Gauge.																			
Gwalior and Matheran Light	First-half, 1907	...	...	...	2	18	10·00	...	...	98	...	...	...	249	...	...	...	...	...
	Second-half, 1907	...	...	...	2	21	8·70	...	...	111	...	...	...	317	...	...	...	...	...
Total of all 2′ 0″ gauge railways irrespective of whether or not the vacuum brake is in use.	First-half, 1907	...	...	...	2	63	3·08	...	...	314	...	...	...	954	...	...	...	...	...
	Second-half, 1907	...	...	...	2	70	2·77	...	...	325	...	...	...	1,035	...	...	...	...	...
Grand total	First-half, 1907	1,279	166	88·51	2,248	2,151	51·10	12,041	672	5,736	68·91	7,614	1,555	104,436	8·07	19,056,870	36·44	130	146,591
	Second-half, 1907	1,412	142	90·86	2,290	2,120	51·93	12,502	937	4,723	74·00	10,698	2,578	103,959	11·32	20,522,289	34·45	174	117,944
Grand total of all railways irrespective of whether or not the	First-half, 1907	1,279	170	88·27	2,248	2,438	47·97	12,041	672	7,048	64·33	7,614	1,555	110,655	7·65	19,056,870	(a) 30·37	130	146,591
	Second-half, 1907	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	12,502	937	6,051	68·94	10,698	2,578	110,468	10·73	20,522,289	(a) 33·10	174	117,944

TABLE No. II.

Statement showing, for the six months ended the 31st December 1907, all cases in which the automatic vacuum brake failed to act when required to be brought into action, or caused delay in the working of trains.

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads, separately, of:— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent; (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required; (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brake; distinguishing whether they arose from neglect or inexperience of servants, or from failure of machinery or material.	Number of miles run by trains fitted with the automatic vacuum brake.
5' 6" GAUGE. Bengal-Nagpur.	Vacuum, automatic.	...	(*i*) *and* (*ii*).—*Nil.*	1,307,558.
		16th July 1907.	(*iii*) *Failure of machinery.*—No. 1 down mail train lost 14 minutes between Raj-Nandgaon and Bilaspur, due to the internal pipes bursting.	
		25th September 1907.	(*iii*) *Neglect of servants.*—No. 41 down passenger train lost 10 minutes between Kussaur and Anara for tightening a hose pipe clip.	
		27th September 1907.	(*iii*) *Failure of machinery.*—No. 1 down mail train was delayed 37 minutes at Kamptee, owing to the train stopping apparatus not working properly.	
		28th November 1907.	(*iii*) *Neglect of servants.*—No. 11 down passenger train was worked non-vacuum from Gudma to Dongargarh, due to a defect on the train.	
		12th December 1907.	(*iii*) *Neglect of servants.*—No. 4 up mail train was delayed 10 minutes at Bhadrak, due to the hose pipes parting between the engine and the tender.	
Bombay, Baroda and Central India.	Vacuum, automatic.	...	(*i*) *and* (*ii*).—*Nil.*	See page 1786.
		22nd October 1907.	(*iii*) *Neglect of servants.*—No. 309 down train lost 20 minutes at Mehmadabad, owing to the brake not being released on two vehicles which had been shunted.	
		24th October 1907.	(*iii*) *Failure of machinery.*—The vacuum pistons of a Great Indian Peninsula railway brake-van and certain other carriages attached to No. 24 up train were leaking badly.	
		30th October 1907.	(*iii*) *Failure of machinery.*—The driver of No. 24 up train could not maintain vacuum, owing to the pistons leaking.	
		3rd November 1907.	(*iii*) *Failure of machinery.*—No. 4 up train lost 26 minutes at Chharodi, as a hole was found in the vacuum train pipe between the engine and the tender and in the exhaust pipe boiler joint. The train was worked with the small ejector as the large ejector would not create vacuum.	
		13th November 1907.	(*iii*) *Neglect of servants.*—No. 12 up train lost 9 minutes at Surat, owing to the pipe not having been properly coupled.	
		27th November 1907.	(*iii*) *Neglect of servants.*—No. 3 down train lost 10 minutes at Ahmedabad, as the pipe in the rear of the brake-van was not properly put on the dummy.	
		6th December 1907.	(*iii*) *Neglect of servants.*—No 8 up train lost 10 minutes at Ahmedabad, owing to there being something wrong with the train pipe on account of which vacuum could not be created	
		15th December 1907.	(*iii*) *Inexperience of servants.*—No. 8 up train lost 8 minutes at Broach and was worked with hand brake to Surat owing to the emergency brake valve of a 3rd class bogie carriage being out of order.	
		29th December 1907.	(*iii*) *Failure of material.*—No. 1 down train lost 5 minutes at Vasad and was worked with hand brake, owing to the brake blocks having been jammed.	

TABLE No. II.—*contd.*

Statement showing, for the six months ended the 31st December 1907, all cases in which the automatic vacuum brake failed to act when required to be brought into action, or caused delay in the working of trains—contd.

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads, separately, of:— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent; (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required; (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brake; distinguishing whether they arose from neglect or inexperience of servants, or from failure of machinery or material.	Number of miles run by trains fitted with the automatic vacuum brake.
5′ 6″ GAUGE—contd.				
Bombay, Baroda and Central India—*concld.*	Vacuum, automatic.	29th December 1907.	(*iii*) *Neglect of servants.*—The driver of No. 23 down passenger train had to detach an East Indian railway wagon at Fort Songhad, due to the pipes not being properly coupled.	1,126,140
Eastern Bengal State.	Vacuum, automatic.	...	(*i*) *and* (*ii*)—*Nil.*	617,525
		4th September 1907.	(*iii*) *Neglect of servants.*—No. 32 down passenger train lost 22 minutes between Kanchrapara and Naihati and was worked non-vacuum from the latter station to Calcutta, owing to a hole in the vacuum hose coupling of the engine, which the driver had failed to detect and put right before starting.	
		12th September 1907.	(*iii*) *Failure of material.*—No. 33 up passenger train was worked non-vacuum from Kaligunga junction to Rajbari, owing to the hose pipe of the brake-van being defective.	
		13th October 1907.	(*iii*) *Failure of material.*—No. 49 up train was detained 33 minutes between Palta and Ichhapur, due to the vacuum pipe of a composite carriage having broken.	
East Indian.	Vacuum, automatic.	...	(*i*) *and* (*ii*)—*Nil.*	See page 1788.
		16th July 1907.	(*iii*) *Neglect of servants.*—No. 23 up passenger train lost 2 hours and 16 minutes between Lohgara and Sutna, due to the driver being unable to maintain sufficient pressure of steam to work the ejector.	
		21st July 1907.	(*iii*) *Neglect of servants.*—No. 12 down passenger train lost 13 and 5 minutes at Karisath and Arrah, respectively, owing to the vacuum indicator pipe nut in a brake-van drawing air very badly.	
		22nd July 1907.	(*iii*) *Neglect of servants.*—No. 27 up passenger train lost 33 minutes at Burdwan, due to the driver being unable to create vacuum.	
		28th July 1907	(*iii*) *Neglect of servants.*—No. 16 down passenger train lost 26 and 13 minutes at Asansol and Burdwan, respectively, due to defective vacuum in a 3rd class carriage.	
		8th August 1907.	(*iii*) *Neglect of servants.*—No. 25 up Jubbulpore passenger train lost 14 minutes at mile 56 between Dahaura and Manikpur and was worked non-vacuum from the former station to Sutna due to the breakage of the intermediate hose pipe on the engine.	
		11th September 1907.	(*iii*) *Neglect of servants.*—No. 15 up passenger train lost 20 minutes at Aligarh, due to some defect in the piston of a wagon. The train was worked non-vacuum from Tundla to Aligarh.	
		13th September 1907.	(*iii*) *Neglect of servants.*—No. 26 down Jubbulpore passenger train lost 13 minutes at Bargarh, due to the sudden application of the brake causing some of the vacuum hose pipes to open up.	
		12th September 1907.	(*iii*) *Failure of material.*—No. 27 up passenger train lost 19 minutes at Burdwan, due to the piston of a wagon breaking and blowing badly.	

TABLE No. II—*contd.*

Statement showing, for the six months ended the 31st December 1907, all cases in which the automatic vacuum brake failed to act when required to be brought into action, or caused delay in the working of trains—contd.

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads, separately, of:— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent; (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required; (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brake; distinguishing whether they arose from neglect or inexperience of servants, or from failure of machinery or material.	Number of miles run by trains fitted with the automatic vacuum brake.
5' 6" GAUGE—contd.				
East Indian—*contd.*	Vacuum, automatic.	12th September 1907.	(*iii*) *Neglect of servants.*—No. 13 up passenger train lost 16 and 15 minutes at Rafiganj and Sone East Bank, respectively, due to some defect in the vacuum brake apparatus. The train was worked non-vacuum from Sone East Bank to Moghal Sarai.	
		29th September 1907.	(*iii*) *Neglect of servants.*—No. 28 down passenger train lost 13 and 28 minutes at Paimar and Jamalpur, respectively, due to the pistons of two carriages being defective and leaking badly.	
		9th October 1907.	(*iii*) *Neglect of servants.*—No. 22 down passenger train lost 40 minutes at Rampore Haut, due to the leaking of the pipes of 4 wagons in consequence of the binding wires which secured the pipes to the coupling having been removed.	
		9th October 1907.	(*iii*) *Neglect of servants.*—No. 27 up passenger train lost 20 minutes at Gya, due to the piston and release valves of two 3rd class carriages drawing air.	
		15th October 1907.	(*iii*) *Neglect of servants.*—No. 35 up passenger train lost 22 minutes, due to heavy leakage in the train pipe and a hole in the intermediate hose pipe of the tender.	
		17th October 1907.	(*iii*) *Neglect of servants.*—No. 14 down passenger train was detained 15 minutes at Gya, due to the ball valve release wire of a 3rd class carriage being tied up with the foot board hanger.	
		20th October 1907.	(*iii*) *Neglect of servants.*—No. 1 up Punjab mail train lost 22 minutes between Ghaziabad and Ambala, due to the engine ejector being out of order.	See page 1784.
		23rd October 1907.	(*iii*) *Neglect of servants.*—No. 16 down passenger train lost 30 minutes at Allahabad, due to defective packings on certain carriages.	
		27th October 1907.	(*iii*) *Neglect of servants.*—No. 33 up passenger train lost 19 minutes, due to the bursting of one of the hose coupling pipes of a piped wagon attached at Cawnpore.	
		29th October 1907.	(*iii*) *Neglect of servants.*—No. 2 down Punjab mail train lost 20 minutes at Kalka, due to the release valve of a North Western railway 1st class carriage drawing air.	
		2nd November 1907.	(*iii*) *Neglect of servants.*—No. 29 up passenger train was detained 35 minutes at Asansol, due to the wagons attached there having leaky train pipes.	
		24th November 1907.	(*iii*) *Neglect of servants.*—No. 27 up passenger train lost 39 minutes and was worked non-vacuum from Paraiya to Moghal Sarai, due to the vacuum of the engine being defective.	
		1st December 1907.	(*iii*) *Neglect of servants.*—No. 15 up passenger train lost 14 minutes and was worked non-vacuum from Allahabad to Cawnpore, due to the vacuum gear of the engine being defective.	

TABLE No. II—*contd.*

Statement showing, for the six months ended the 31st December 1907, all cases in which the automatic vacuum brake failed to act when required to be brought into action, or caused delay in the working of trains—contd.

1	2	3	4	
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads, separately, of :— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent; (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required; (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brake; distinguishing whether they arose from neglect or inexperience of servants, or from failure of machinery or material.	Number of miles run by trains fitted with the automatic vacuum brake.
5′ 6″ GAUGE—contd. East Indian—*concld.*	Vacuum, automatic.	3rd December 1907.	(*iii*) *Neglect of servants.*—No. 11 up passenger train lost 11 minutes and was worked non-vacuum from Allahabad to Cawnpore, due to the vacuum gear of the engine being defective.	3,696,127
		4th December 1907.	(*iii*) *Failure of material.*—No. 1 up Punjab mail train lost 15 minutes at Ambala, the driver being unable to maintain vacuum, due to the train pipe of the tender breaking.	
		15th December 1907.	(*iii*) *Neglect of servants.*—No. 27 up passenger train lost 25 minutes at Burdwan, due to defective vacuum apparatus on the engine.	
		16th December 1907.	(*iii*) *Failure of material.*—No. 59 up parcel express train lost 26 minutes, due to the train pipe of the engine breaking.	
		22nd December 1907.	(*iii*) *Neglect of servants.*—No. 12 down passenger train lost 10 minutes, due to the ejector disc not being fitted properly and defective brazing of the ejector pipe.	
Great Indian Peninsula	Vacuum, automatic.	...	(*i*) *and* (*ii*)—*Nil.*	See page 1791.
		5th July 1907.	(*iii*) *Neglect of servants.*—No. 125 down local train lost 12 minutes between Victoria terminus and Parel, owing to the brake blocks of a bogie carriage binding hard against the wheels.	
		15th July 1907.	(*iii*) *Failure of machinery.*—No. 40 up local train lost 4 minutes on the journey between Kalyan and Dombivli and 14 minutes at the latter station, owing to the automatic brake piston of the engine sticking up and the gland having broken.	
		24th July 1907.	(*iii*) *Failure of material.*—No. 6 up mail train was detained 12 minutes at Lalitpur, the driver having to put the automatic cylinder of the engine out of action, owing to the packing ring drawing air badly.	
		6th August 1907.	(*iii*) *Neglect of servants.*—No. 12 up passenger train lost 22 minutes between Bina and Bamora, the driver being unable to maintain vacuum, owing to a leak in the release valve of a 3rd class carriage. The train was worked non-vacuum from Bamora to Bhopal.	
		18th August 1907.	(*iii*) *Neglect of servants.*—No. 13 down passenger train started 10 minutes late from Bina, the driver being unable to create vacuum, owing to a travelling gas holder being deficient of a Clayton coupling washer.	
		24th August 1907.	(*iii*) *Neglect of servants.*—No. 14 up passenger train started 8 minutes late from Jhansi and lost 25 minutes on the journey between Bijrotha and Dhaura, owing to the piston packing rings of two carriages drawing air badly and causing the brake blocks to bind on the wheels.	
		28th August 1907.	(*iii*) *Neglect of servants.*—No. 59 down local train started 15 minutes late from Victoria terminus and lost 6 minutes on the journey to Kalyan, owing to the coupling pipes of two rear carriages not having been coupled up properly.	
		4th September 1907.	(*iii*) *Failure of material.*—No. 7 down mail train was worked non-vacuum from Timarni to Itarsi owing to a heavy leak in the flexible hose pipe of the engine.	

TABLE No. II—*contd.*

Statement showing, for the six months ended the 31st December 1907, all cases in which the automatic vacuum brake failed to act when required to be brought into action, or caused delay in the working of trains—contd.

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads, separately, of:— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent; (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required; (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brake; distinguishing whether they arose from neglect or inexperience of servants, or from failure of machinery or material.	Number of miles run by trains fitted with the automatic vacuum brake.
5'6" Gauge—*contd.*				
Great Indian Peninsula —*contd.*	Vacuum, automatic.	5th September 1907.	(*iii*) *Neglect of servants*—No. 30 up express train was detained 5 minutes at Chata, owing to the brake blocks of a bogie carriage binding hard against the wheels, due to defective adjustment.	
		15th September 1907.	(*iii*) *Failure of material.*—No. 14 up passenger train was detained 10 minutes at Delhi Sadr, the driver being unable to create sufficient vaccum, owing to the vacuum fittings of a 3rd class carriage leaking badly.	
		20th September 1907.	(*iii*) *Neglect of servants.*—No. 43 down local train was detained 12 minutes at Bhandup, owing to the brake blocks of a brake-van having become jammed on the wheels, due to defective adjustment.	
		21st September 1907.	(*iii*) *Neglect of servants.*—No. 603 down passenger train was detained 33 minutes at mile 711-11, between Garhmau and Chirgaon, owing to the pin at the front end of the brake back pull rod of the engine dropping out and the brake gear becoming uncoupled.	
		22nd September 1907.	(*iii*) *Neglect of servants.*—No. 21 down passenger train lost 23 minutes on the journey from Bombay to Karjat, owing to some defect in the brake gear of two new bogie carriages.	
		27th September 1907.	(*iii*) *Neglect of servants.*—No. 85 down local train from Bombay to Thana was detained 20 minutes at Parel, owing to the brake blocks of a bogie carriage binding hard on the wheels and causing them to skid.	
		29th September 1907.	(*iii*) *Neglect of servants.*—No. 57 down local train from Bombay to Kalyan was detained 22 minutes at Dadar in disconnecting the brake gear of a composite bogie carriage, the brake blocks of which had jammed on the wheels.	See page 1791.
		13th October 1907.	(*iii*) *Failure of material.*—No. 14 up passenger train started 10 minutes late from Jhansi, owing to the vacuum pipe of a carriage leaking.	
		18th October 1907.	(*iii*) *Failure of material.*—No. 12 up passenger train from Jhansi to Bina lost 1 hour and 58 minutes on the journey and was worked non-vacuum from Basai to Bina, owing to a heavy leak in the flexible hose pipe of a 3rd class carriage, which prevented the driver to maintain sufficient vacuum and caused the brake blocks of the vehicles to bind hard on the wheels.	
		20th October 1907.	(*iii*) *Failure of machinery.*—No. 14 up passenger train was worked non-vacuum from Barkhera to Hoshangabad, owing to the vacuum brake cylinder of the engine breaking.	
		29th October 1907.	(*iii*) *Neglect of servants.*—No. 5 down mail train was detained 20 minutes at Jhansi, the driver being unable to maintain vacuum, owing to a heavy leak in the brake of a brake-van.	
		1st November 1907.	(*iii*) *Failure of material.*—No. 20 up passenger train lost 55 minutes on the journey between Diva and Bombay, the driver being unable to create sufficient vacuum and start the train from stations, owing to the piston of a road-van sticking up. The train was worked non-vacuum from Dadar to Bombay.	
		3rd November 1907.	(*iii*) *Neglect of servants.*—No. 91 down local train started 5 minutes late from Victoria terminus, the driver being unable to create vacuum, owing to the universal coupling pipe of a brake-van drawing air.	

TABLE No. II.—*contd.*

Statement showing, for the six months ended the 31st December 1907, all cases in which the automatic vacuum brake failed to act when required to be brought into action, or caused delay in the working of trains—contd.

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads, separately, of :— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent ; (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required ; (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brake ; distinguishing whether they arose from neglect or inexperience of servants, or from failure of machinery or material.	Number of miles run by trains fitted with the automatic vacuum brake.
5′ 6″ Gauge—*contd.* Great Indian Peninsula—*contd.*	Vacuum, automatic.	6th November 1907.	(*iii*) *Neglect of servants.*—No 10 up mail train was detained 27 minutes at Barsi and worked non-vacuum to Dhond, the driver being unable to create vacuum, owing to something having been hung on the guard's automatic brake handle which was keeping the valve open.	
		13th November 1907.	(*iii*) *Neglect of servants.*—No. 5 down mail train started 25 minutes late from Itarsi, the driver being unable to create sufficient vacuum, owing to a leak in the intercommunication valve of a 1st class carriage.	
		16th November 1907.	(*iii*) *Failure of material.*—No. 14 up passenger train was worked non-vacuum between Babina and Lalitpur, the driver being unable to create vacuum before starting from Babina, owing to the Clayton hose between two carriages having perished and not closing properly, when the large ejector was opened to create vacuum.	
		19th November 1907.	(*iii*) *Failure of machinery.*—No. 11 down passenger train started 30 minutes late from Bina and lost 19 minutes on the journey, the driver only being able to maintain 10 inches of vacuum, owing to the union nut on the top of the train pipe immediately under the ejector having slackened back.	
		20th November 1907.	(*iii*) *Failure of material.*—No. 12 up passenger train started 25 minutes late from Jhansi and lost 10 minutes on the journey, the driver only being able to maintain 10 inches of vacuum, owing to the chamber flexible pipe between the engine and the tender having burst.	
		1st December 1907.	(*iii*) *Failure of material.*—No. 355 down passenger train was worked non-vacuum from Anjangaon to Pulgaon, owing to the lapping of the steam pipe bottom union nut of the engine having blown out.	See page 1791.
		1st December 1907.	(*iii*) *Inexperience of servants.*—No. 12 up passenger train lost 40 minutes on the journey, due to the mismanagement of the brake by the driver.	
		8th December 1907.	(*iii*) *Neglect of servants.*—No 6 up mail train started 14 minutes late from Jhansi and lost 9 minutes at Bhilsa, owing to the communication valve of a bogie carriage being partly open and admitting air.	
		9th December 1907.	(*iii*) *Neglect of servants.*—No. 6 up mail train started 3 minutes late from Jhansi, owing to a leak in a 1st class carriage.	
		11th December 1907.	(*iii*) *Neglect of servants.*—No. 12 up passenger train started 15 minutes late from Agra Road, owing to a leak in the continuous brake of a North Western railway horse box.	
		14th December 1907.	(*iii*) *Failure of material.*—An up troop special train started 3 minutes late from Cawnpore and lost 13 minutes on the journey, owing to the piston neck ring of a carriage leaking and the hose coupling pipe of another being broken.	
		23rd December 1907.	(*iii*) *Neglect of servants.*—No. 12 up passenger train was worked non-vacuum from Bina to Barkhera, the driver being unable to maintain vacuum, owing to some defect in the train which could not be located.	
		26th December 1907.	(*iii*) *Neglect of servants.*—No. 4 up mail train was detained 5 minutes at Karjat, the driver being unable to create vacuum, due to the hose pipes not being coupled up properly.	

TABLE No. II—*contd.*

Statement showing, for the six months ended the 31st December 1907, all cases in which the automatic vacuum brake failed to act when required to be brought into action, or caused delay in the working of trains—contd.

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads, separately, of :— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent ; (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required ; (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brake ; distinguishing whether they arose from neglect or inexperience of servants, or from failure of machinery or material.	Number of miles run by trains fitted with the automatic vacuum brake.
5′ 6″ Gauge—*contd.*				
Great Indian Peninsula —*concld.*	Vacuum, automatic.	28th December 1907.	(*iii*) *Failure of material.*—No. 26 up passenger train lost 15 minutes at Mumbra, the driver being unable to create sufficient vacuum and start the train, owing to the brake pistons of certain carriages sticking up.	3,681,489
Madras.	Vacuum, automatic.	...	(*i*) *and* (*ii*).—*Nil.*	
		1st July 1907.	(*iii*) *Failure of material.*—No. 2 up mail train was detained 1 hour and 56 minutes between Anakapalle and Rajahmundry, owing to the engine piston drawing air badly.	
		4th July 1907.	(*iii*) *Neglect of servants.*—No. 42 up mail train was delayed 10 minutes in starting from Mangalore, owing to the driver not having properly examined the vacuum brake gear of the engine before leaving the shed.	
		20th July 1907.	(*iii*) *Failure of material.*—No. 42 up mail train was detained 7 minutes at Madukarai, due to the vacuum combination ejector joint blowing.	1,118,642
		30th July 1907.	(*iii*) *Failure of material.*—No. 2 up mail train was delayed 17 minutes at Tadepalligudem, owing to the vacuum piston rod in a carriage having dropped.	
		26th August 1907.	(*iii*) *Failure of material.*—No. 101 down local train had a late start of 11 minutes from Rayapuram, owing to the guard's valves of a brake-van leaking.	
		4th December 1907.	(*iii*) *Neglect of servants.*—No. 1 down mail train was detained 35 minutes at Rajahmundry, owing probably to a foreign body getting between a valve and its seating.	
Nizam's Guaranteed State.	Vacuum, automatic.	...	(*i*) *and* (*ii*).—*Nil.*	
		4th December 1907.	(*iii*) *Failure of machinery.*—No 8 down mail train was detained 10 minutes at Alir and 11 minutes between Alir and Jangaon, owing to a leak in the hose pipe. The train was worked non-vacuum from Alir to Kazipet.	20,956
North Western.	Vacuum, automatic.	...	(*i*) *and* (*ii*).—*Nil.*	
		21st July 1907.	(*iii*) *Neglect of servants.*—No. 5 up train was detained 12 minutes at Ambala Cantonment, owing to defective valve in the brake-van.	
		19th August 1907.	(*iii*) *Neglect of servants.*—No. 11 up passenger train was detained 7 minutes at Rajpura, in consequence of the vacuum train pipe of a postal van admitting air.	
		9th September 1907.	(*iii*) *Neglect of servants.*—No. 5 up passenger train was detained 7 minutes at Saharanpur, in consequence of the passenger communication valve in a 1st class carriage being open.	See page 1792.
		9th September 1907.	(*iii*) *Neglect of servants.*—No. 6 down passenger train was detained 15 minutes at Ambala, in consequence of the packing ring of the vacuum cylinder of a composite bogie carriage admitting air.	

TABLE No. II—*contd.*

Statement showing, for the six months ended the 31st December 1907, all cases in which the automatic vacuum brake failed to act when required to be brought into action, or caused delay in the working of trains—contd.

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads, separately, of :— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent ; (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required ; (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brake ; distinguishing whether they arose from neglect or inexperience of servants, or from failure of machinery or material.	Number of miles run by trains fitted with the automatic vacuum brake.
5′ 6″ Gauge—*contd.*				
North Western—*concld*	Vacuum, automatic.	13th September 1907.	(*iii*) *Neglect of servants.*—No. 24 down passenger train was detained 20 minutes at Lahore in consequence of the passenger communication valve in a second class carriage being out of order.	3,744,266
		1st October 1907.	(*iii*) *Neglect of servants.*—No. 6 down passenger train was detained 16 minutes at Rajpura, in consequence of the packing rings on two carriages and the ball valve diaphragm on another carriage admitting air.	
		6th November 1907.	(*iii*) *Neglect of servants.*—No. 5 up passenger train was detained 10 minutes at Ambala Cantonment, in consequence of the passenger alarm communication in a first class carriage being left open.	
		27th November 1907.	(*iii*) *Neglect of servants.*—No. 58 down passenger train was detained 12 minutes at Saharanpur, in consequence of the hose pipe on a Great Indian Peninsula railway 3rd class carriage being torn.	
Oudh and Rohilkhand.	Vacuum, automatic	...	(*i*) *and* (*ii*)—*Nil.*	See page 1793.
		7th July 1907.	(*iii*) *Failure of material.*—No. 20 down passenger train on Aligarh branch was detained 24 minutes at Chandausi, owing to the train pipe joint of the engine leaking.	
		7th July 1907.	(*iii*) *Neglect of servants.*—No. 17 up mixed train on Aligarh branch was detained 13 minutes at Asafpur, owing to the hose pipe coupling washer of a brake-van being deficient.	
		30th July 1907.	(*iii*) *Neglect of servants.*—No. 20 down passenger train on Aligarh branch was detained 7 minutes at Chandausi, owing to the piston neck ring of a 2nd class carriage drawing air.	
		20th August 1907.	(*iii*) *Neglect of servants.*—His Highness the Maharaja of Jaipur's special train was detained 40 minutes at Saharanpur, in consequence of the vacuum cylinder piston on the brake-van having been jammed.	
		1st October 1907.	(*iii*) *Neglect of servants.*—An up troop special train was detained 20 minutes at Saharanpur, owing to the neck rings of certain carriages admitting air.	
		4th October 1907.	(*iii*) *Failure of material.*—No. 2 down mail train was detained 7 minutes at mile 259, owing to the tender vacuum piston of the engine drawing air from the neck ring.	
		22nd October 1907.	(*iii*) *Failure of material.*—No. 3 up Dehra Dun mail train was detained 59 minutes at Lucknow, owing to the elbow joint of the main train pipe of the engine drawing air.	
		14th November 1907.	(*iii*) *Neglect of servants.*—His Highness the Nawab of Rampur's special train was detained 45 minutes at Cawnpore, owing to defective vacuum in some carriages.	

TABLE No. II—*contd.*

Statement showing, for the six months ended the 31st December 1907, all cases in which the automatic vacuum brake failed to act when required to be brought into action, or caused delay in the working of trains—contd.

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads, separately, of :— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent; (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required; (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brake; distinguishing whether they arose from neglect or inexperience of servants, or from failure of machinery or material.	Number of miles run by trains fitted with the automatic vacuum brake.
5' 6" Gauge—*concld.*				
Oudh and Rohilkhand—*concld.*	Vacuum, automatic.	7th December 1907.	(*iii*) *Failure of material.*—No. 3 up Dehra Dun mail train was detained 30 minutes at Pathri, owing to the hose pipe of a brake-van being defective.	1,242,828
		8th December 1907.	(*iii*) *Neglect of servants.*—No. 23 up passenger train on Delhi branch was detained 10 minutes at Moradabad, owing to the hose pipe of a brake-van having split.	
		20th December 1907.	(*iii*) *Neglect of servants.*—No. 1 up mail train was detained 14 minutes at Moradabad, owing to the piston rod of a brake-van drawing air.	
		30th December 1907.	(*iii*) *Neglect of servants.*—No. 43 up mixed train on Dehra Dun branch was detained 6 minutes at Pathri, owing to the vacuum hose pipe of a carriage leaking.	
3' 3⅜" Gauge.				
Assam-Bengal.	Vacuum, automatic.	...	(*i*) *and* (*ii*)—*Nil.*	292,744
		11th November 1907.	(*iii*) *Neglect of servants.*—No. 3 up mixed train lost about one hour and was worked non-vacuum from Sitakund onwards, due to defects in the train pipe joints which were not rectified by the driver. Not more than 5 inches of vacuum could be created.	
Bengal and North-Western.	Vacuum, automatic.	...	(*i*) *and* (*ii*)—*Nil.*	See page 1794.
		3rd July 1907.	(*iii*) *Inexperience of servants.*—No. 4 down passenger train was detained 20 minutes at Kursela, due to the brake pistons of the brake-van having jammed.	
		19th July 1907.	(*iii*) *Failure of material.*—No. 4 down passenger train was detained 10 minutes at Sonepore, due to a leak in the hose pipe of the brake-van.	
		12th September 1907.	(*iii*) *Neglect of servants*—No. 1 up passenger train had a late start of 10 minutes from Katihar for creating vacuum.	
		26th September 1907.	(*iii*) *Failure of material.*—No. 2 down passenger train was detained 5 and 9 minutes at Barauni Junction and Tilrath, respectively, due to the train hose pipe of the brake-van having shrunk.	
		25th October 1907.	(*iii*) *Neglect of servants.*—No. 1 up passenger train was detained 5 minutes at Basti for rectifying a leak in the vacuum train pipe.	
		16th November 1907.	(*iii*) *Neglect of servants.*—No. 2 down passenger train was detained 5 minutes at Sahjanwa, due to a leak in the train pipe.	
		23rd November 1907.	(*iii*) *Neglect of servants.*—No. 3 up passenger train was detained 5 minutes at Gorakhpur for creating vacuum.	
		16th December 1907.	(*iii*) *Inexperience of servants.*—No. 8 down passenger train was detained 16 minutes at Hajipur in releasing vacuum.	
		17th December 1907.	(*iii*) *Neglect of servants.*—No 3 up mixed train had a late start of 20 minutes from Katihar in examining a 3rd class carriage which was found without a washer on a universal hose pipe coupling.	

TABLE No. II—*contd.*

Statement showing, for the six months ended the 31st December 1907, all cases in which the automatic vacuum brake failed to act when required to be brought into action, or caused delay in the working of trains—contd.

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads, separately, of :— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent; (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required; (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brake; distinguishing whether they arose from neglect or inexperience of servants, or from failure of machinery or material.	Number of miles run by trains fitted with the automatic vacuum brake.
3' 3⅜" Gauge—*contd.*				
Bengal and North-Western—*concld.*	Vacuum, automatic.	19th December 1907.	(*iii*) *Inexperience of servants.*—No. 7 up passenger train had a late start of 19 minutes from Katihar in locating a defect in the train.	300,480
		25th December 1907.	(*iii*) *Failure of material.*—No. 8 down passenger train was detained 19 minutes at Lakhminia, owing to the piston rod packing ring leaking.	
Burma.	Vacuum, automatic.	...	(*i*) *and* (*ii*)—*Nil.*	See page 1795.
		8th July 1907.	(*iii*) *Failure of machinery.*—No. 6 down mixed train was detained 5 minutes at Shwemyo, owing to a piston having jammed.	
		25th July 1907.	(*iii*) *Failure of machinery.*—No. 6 down mixed train was detained 17 minutes at Pazundaung, due to the rear hose pipe of an inspection carriage behind the brake-van being off its dummy.	
		27th July 1907.	(*iii*) *Failure of material.*—No. 6 down mixed train was detained 27 minutes at Thazi, due to the failure of a hose pipe.	
		4th August 1907.	(*iii*) *Inexperience of servants.*—No. 6 down mixed train lost 31 minutes between Tatkon and Shwemyo, due to the brakes going on and the driver being unable to maintain proper working vacuum.	
		7th August 1907.	(*iii*) *Failure of material.*—No. 5 up mixed train lost 5 and 10 minutes at Tewainggyi and Pyuntaza, respectively, owing to the vacuum hose pipe leaking at connection with the swan neck of a 2nd class carriage.	
		19th August 1907.	(*iii*) *Neglect of servants.*—No. 3 up mail train lost 51 minutes at mile 91—8, between Pyuntaza and Nyaunglebin, owing to the train pipe union nut of the engine slackening back.	
		20th August 1907.	(*iii*) *Neglect of servants.*—No. 29 up local train was detained 20 minutes at Kamayut, owing to one side of a vacuum cylinder having dropped, in consequence of the trunnion bracket bolts slackening off.	
		1st October 1907.	(*iii*) *Failure of material.*—No. 5 up mixed train was detained 30 minutes at Yamethin, due to the iron train pipe on a 3rd class bogie carriage collapsing where rusted badly.	
		11th October 1907.	(*iii*) *Failure of material.*—No. 6 down mixed train was detained 10 minutes at Toungoo, owing to a defective hose pipe.	
		21st October 1907.	(*iii*) *Neglect of servants.*—No. 5 up mixed train lost 1 hour and 10 minutes between Rangoon and Pyuntaza, owing to a defect in the train pipe of the engine.	
		26th October 1907.	(*iii*) *Failure of material.*—No. 3 up mail train was detained 23 minutes at Pazundaung, owing to a defective hose pipe.	
		31st October 1907.	(*iii*) *Neglect of servants.*—No. 40 down local train lost 28 minutes at Thamaing, owing to the driver's inability to create vacuum, on account of a piece of waste having been sucked up and lodged in the vacuum train pipe under the foot plate.	

TABLE No. II—*contd.*

Statement showing, for the six months ended the 31st December 1907, all cases in which the automatic vacuum brake failed to act when required to be brought into action, or caused delay in the working of trains—contd.

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads, separately, of :— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent; (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required; (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brake; distinguishing whether they arose from neglect or inexperience of servants, or from failure of machinery or material.	Number of miles run by trains fitted with the automatic vacuum brake.
3' 3⅜" Gauge—*contd.*				
Burma—*concld.*	Vacuum, automatic.	10th November 1907.	(*iii*) *Failure of machinery.*—No. 1 up express train was detained 8 minutes at Pyu, the driver being unable to create vacuum, owing to the hose pipe couplings between two vehicles becoming disconnected.	700,765
Eastern Bengal State.	Vacuum, automatic.	...	(*i*) *and* (*ii*)—*Nil.*	
		29th November 1907.	(*iii*) *Inexperience of servants.*—No. 16 down Assam mail train was worked non-vacuum between Balajan and Parbatipur, owing to the vacuum train pipe of the engine having got torn.	231,026
Rajputana-Malwa.	Vacuum, automatic.	...	(*i*) *and* (*ii*)—*Nil.*	
		12th July 1907.	(*iii*) *Neglect of servants.*—No. 3 up passenger train was detained 10 minutes between Khalilpur and Rewari, due to the hose pipe not being fitted properly on the dummy plug of the rear brake-van.	
		13th July 1907.	(*iii*) *Neglect of servants.*—No. 3 up passenger train was detained 7 minutes at mile $\frac{22}{14}$, between Bandikui and Arnu, and 4 minutes at Dausa, owing to the brake blocks of three carriages having become jammed, in consequence of the pistons having too much clearance.	
		16th July 1907.	(*iii*) *Neglect of servants.*—No. 3 up passenger train was detained 5 minutes at Sanganer, due to the brake blocks of a truck having become jammed, in consequence of the pistons having too much clearance.	
		19th July 1907.	(*iii*) *Neglect of servants.*—No. 4 down passenger train was detained 49 minutes at Rewari, due to the brake blocks of a bogie truck having become jammed, in consequence of the pistons having too much clearance.	
		30th July 1907.	(*iii*) *Neglect of servants.*—No. 6 down passenger train was detained 5 minutes at Khodiar, due to the hose pipe not having been fitted properly on the dummy plug of the rear brake-van.	See page 1797.
		4th August 1907.	(*iii*) *Failure of machinery.*—No. 1 up mail train was worked non-vacuum from Bandikui to Phulera, due to the nut on the spindle of the engine not having been packed.	
		19th August 1907.	(*iii*) *Failure of machinery.*—No. 4 down passenger train was worked non-vacuum from Phulera to Bandikui, due to a defect in the engine vacuum apparatus.	
		21st August 1907.	(*iii*) *Neglect of servants.*—No. 3 up passenger train lost 19 minutes between Ajmer and Saradhna, due to the hose pipe rubber washer of a carriage being defective.	
		1st September 1907.	(*iii*) *Neglect of servants.*—No. 2 down mail train was detained 22 minutes at Jaipur, due to the brake blocks of two carriages having become jammed, in consequence of the pistons having too much clearance.	
		8th September 1907.	(*iii*) *Neglect of servants.*—No. 6 down passenger train was detained 11 minutes at Sarotra, due to the hose pipe of a bogie truck not having been fitted properly on the dummy plug.	

TABLE II—*contd.*

Statement showing, for the six months ended the 31st December 1907, all cases in which the automatic vacuum brake failed to act when required to be brought into action, or caused delay in the working of trains—contd.

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads, separately, of :— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent ; (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required ; (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brake ; distinguishing whether they arose from neglect or inexperience of servants, or from failure of machinery or material.	Number of miles run by trains fitted with the automatic vacuum brake.
3' 3½" Gauge—*contd.*				
Rajputana-Malwa—*contd.*	Vacuum, automatic.	11th September 1907.	(*iii*) *Failure of machinery.*—No. 4 down passenger train was worked non-vacuum from Rohira to Sojat Road, owing to some defect in the engine.	
		12th September 1907.	(*iii*) *Failure of material.*—No. 2 down mail train was detained 8 minutes at Alwar, due to a defective hose pipe rubber washer on a bogie carriage.	
		14th September 1907.	(*iii*) *Failure of material.*—No. 6 down mail train was detained 10 minutes at Bandikui, due to the hose pipe of a carriage drawing air.	
		16th September 1907.	(*iii*) *Failure of material.*—No. 6 down mail train was detained 5 minutes at Bandikui, due to the hose pipe rubber washer of a carriage being torn and partly deficient.	
		18th September 1907.	(*iii*) *Failure of material.*—No. 6 down mail train was detained 5 minutes at Bandikui, due to the hose pipe rubber washer of a truck being defective.	
		6th October 1907.	(*iii*) *Failure of machinery.*—No. 3 up passenger train was worked non-vacuum from Phulera to Sojat Road, due to a leak in the vacuum pipe of the engine.	
		27th October 1907.	(*iii*) *Failure of material.*—No. 3 up passenger train was worked non-vacuum between Phulera and Sojat Road, due to a defect in the ejector of the engine.	
		8th November 1907.	(*iii*) *Failure of material.*—No. 6 down mail train was detained 10 minutes at Bandikui, due to the van valve of the rear brake-van drawing air.	See page 1797.
		11th November 1907.	(*iii*) *Neglect of servants.*—No. 28 down mail train was worked non-vacuum between Hansi and Sirsa, due to the hose pipe washer of a bogie truck being deficient.	
		12th November 1907.	(*iii*) *Neglect of servants.*—No. 3 up passenger train was detained 3 minutes at Beawar, due to the hose pipe of a Jodhpur-Bikaner railway carriage not being fitted properly on the dummy plug.	
		14th November 1907.	(*iii*) *Neglect of servants.*—No 28 down mail train was detained 10 minutes at Rewari, due to the hose pipe rubber washer of a bogie truck being deficient.	
		18th November 1907.	(*iii*) *Neglect of servants.*—No. 2 down mail train was detained 5 minutes at Sojat Road, 7 minutes between Haripur and Sendra and 5 minutes at Beawar, due to the brake blocks of a luggage van having become jammed against the wheels, in consequence of the pistons having too much clearance.	
		18th November 1907.	(*iii*) *Neglect of servants.*—No. 2 down mail train was detained 8 minutes at Sabarmati, 4 minutes at Mehsana, 3 minutes at Siddhpur and 3 minutes at Palanpur, due to the brake blocks of a bogie carriage having become jammed against the wheels, in consequence of the pistons having too much clearance.	

TABLE No. II—*contd.*

Statement showing, for the six months ended the 31st December 1907, all cases in which the automatic vacuum brake failed to act when required to be brought into action, or caused delay in the working of trains—contd.

1	2	3	4	
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads, separately, of :— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent ; (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required ; (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brake ; distinguishing whether they arose from neglect or inexperience of servants, or from failure of machinery or material.	Number of miles run by trains fitted with the automatic vacuum brake.
3′ 3⅜″ Gauge—*contd.*				
Rajputana-Malwa—*concld.*	Vacuum, automatic.	30th November 1907.	(*iii*) *Neglect of servants.*—No. 6 down passenger train was worked non-vacuum from Sabarmati, owing to the hose pipe rubber washer on a carriage being deficient.	
		2nd December 1907.	(*iii*) *Neglect of servants.*—No. 4 down passenger train was detained 4 minutes at Sojat Road, due to the hose pipe of the rear brake-van not having been placed properly on the dummy plug.	
		3rd December 1907.	(*iii*) *Failure of material.*—No. 3 up passenger train was detained 10 minutes at Ajmer, due to the hose pipe of a carriage drawing air.	
		4th December 1907.	(*iii*) *Failure of material.*—No. 28 down mail train was detained 5 minutes at Rewari, due to the hose pipe of the rear brake-van drawing air.	810,049
		5th December 1907.	(*iii*) *Neglect of servants.*—No. 1 up mail train was worked non-vacuum from Phulera to Ajmer, due to the front brake-van not having been piped.	
		16th December 1907.	(*iii*) *Neglect of servants.*—No. 28 down mail train was detained 30 minutes at Rewari and 9 minutes at Sirsa, due to a defective piston rod packing ring on a bogie truck. The train was worked non-vacuum from Rewari to Fazilka.	
		30th December 1907.	(*iii*) *Neglect of servants.*—No. 6 down mail train was detained 10 minutes at Pansar, due to a leak in the hose pipe of a bogie truck.	
South Indian.	Vacuum, automatic.	...	(*i*) *and* (*ii*).—*Nil.*	
		2nd July 1907.	(*iii*) *Failure of machinery.*—No. 23 up train was worked non-vacuum from Chingleput to Cuddalore, due to some waste having got into the release valve of the engine.	
		16th July 1907.	(*iii*) *Failure of machinery.*—No. 38 down mail train was worked non-vacuum from Kumbakonam to Cuddalore, owing to the large ejector of the engine drawing air.	
		22nd July 1907.	(*iii*) *Failure of machinery.*—No. 180 up train was worked non-vacuum from Punalur to Shencottah, owing to the coupling of the universal pipe of a third class bogie carriage having broken.	526,280
		4th August 1907.	(*iii*) *Failure of machinery.*—No. 189 down train was worked non-vacuum from Quilon to Shencottah, due to the piston packing rings leaking.	
		30th August 1907.	(*iii*) *Failure of machinery.*—No. 19 up mail train was worked non-vacuum from Madras to Cuddalore, due to the driver's handle or air valve becoming slack on the engine.	
		2nd December 1907.	(*iii*) *Failure of machinery.*—No. 21 train was worked non-vacuum between Trichinopoly and Solagampatti, owing to the union nut under the ejector and the train pipe getting slack and drawing air.	

TABLE No. II—*concld.*

Statement showing, for the six months ended the 31st December 1907, all cases in which the automatic vacuu brake failed to act when required to be brought into action, or caused delay in the working of trains—concld.

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads, separately, of :— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent; (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required; (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brake; distinguishing whether they arose from neglect or inexperience of servants, or from failure of machinery or material.	Number of mil run by train fitted with th automatic vacuum brak
3' 3⅜" Gauge—*concld.*				
Southern Mahratta.	Vacuum, automatic.	...	(*i*) *and* (*ii*).—*Nil.*	
		12th October 1907.	(*iii*) *Neglect of servants.*—No. 2 down train lost 5 minutes, owing to the steam brake joint connected with the vacuum having blown out while entering Gubbi station.	660,498
		31st December 1907.	(*iii*) *Neglect of servants.*—No. 2 down train lost 5 minutes at Belgaum, owing to the brake block hanger bracket of a composite carriage having dropped.	
2' 6" Gauge.				
Kalka-Simla.	Vacuum, automatic.	...	(*i*) *and* (*ii*).—*Nil.*	
		5th September 1907.	(*iii*) *Neglect of servants.*—An up goods special train lost 17 minutes on the journey, owing to the universal hose pipe of a wagon getting disconnected.	
		9th October 1907.	(*iii*) *Neglect of servants.*—No. 14 down train was detained 41 minutes at Summer Hill, in consequence of a defective ejector in the engine.	108,431
		3rd November 1907.	(*iii*) *Neglect of servants.*—No. 2 down train started 18 minutes late from Simla, in consequence of the universal hose pipe coupling washer having perished and admitting air into the train pipe.	
		7th December 1907.	(*iii*) *Neglect of servants.*—No. 5 up train started 52 minutes late from Kalka, owing to the universal hose pipe coupling washer having perished and admitting air into the train pipe.	

SIMLA;
The 18th July 1908.

M. S. S. O'CONNOR,
for *Secretary, Railway Boar*

Statement of Approximate Gross Earnings of Indian Railways.

RAILWAY BOARD.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total earnings*, audited figures have been used as far as possible.

Railways.	Average earnings per mile per week.		Results of working during 2nd-half of year.										Results of working for official year.			
			Mean mileage worked.		Total earnings for week ending		Earnings per mile open for week		Total earnings from 1st July to		Increase.	Decrease.	Total earnings from 1st April to		Increase.	Decrease.
	During 2nd-half of 1907.	During official year 1907-08.	1907.	1908.	20th July 1907.	18th July 1908.	1907.	1908.	20th July 1907.	18th July 1908.			20th July 1907.	18th July 1908.		
	R	R	Miles.	Miles.	R	R	R	R	R	R	R	R	R	R	R	R
State and Guaranteed Railways.																
5' 6" gauge.																
Bengal-Nagpur (including 2' 6" gauge lines)	244	264	2,038	2,119	6,24,113	4,27,000	306	202	17,09,204	11,84,000	...	5,25,204	93,83,435	81,46,000	...	12,37,435
Bezwada extension	267	288	21	21	5,145	6,500	245	309	12,147	17,200	5,053	...	95,015	1,13,000	17,985	...
Bombay, Baroda and Central India (incldg. V.-Wadhwan Section 3' 3⅜" gauge)	688	790	504	504	3,57,320	3,04,000	709	603	10,67,018	8,35,000	...	2,32,018	74,51,361	69,36,000	...	5,15,361
Nagda-Muttra	29	37	87	139	(a) 1,611	4,200	19	30	(a) 1,611	11,800	10,189	...	(a) 1,611	93,600	91,989	...
Eastern Bengal (incldg. 3' 3⅜" and 2' 6" gauge lines)	442	399	1,268	1,274	3,57,372	3,50,000	282	275	10,16,748	9,42,000	...	74,748	63,63,471	68,22,000	4,58,529	...
East Indian	635	681	2,321	2,323	15,68,834	15,98,000	676	688	44,78,017	41,40,000	...	3,38,017	2,57,11,392	2,48,03,000	...	9,08,392
Great Indian Peninsula	551	626	1,569	1,606	7,96,511	6,54,000	508	407	22,78,752	16,87,000	...	5,91,752	1,68,02,174	1,34,67,000	...	33,35,174
Agra-Delhi Chord	230	233	126	126	23,003	23,200	183	184	60,583	59,900	...	683	4,37,254	4,44,000	6,746	...
Baran Kotah (b)	...	...	...	13	...	100	...	8	...	300	300	...	...	300	300	...
Indian Midland (incldg. Bhopal-Itarsi)	226	257	914	914	2,48,323	1,76,000	272	193	6,68,765	4,32,000	...	2,36,765	43,14,390	34,43,000	...	8,71,390
Madras and Southern Mahratta (including 3' 3⅜" gauge lines)	207	220	2,881	2,838	6,18,617	5,62,000	215	198	18,01,658	14,40,000	...	3,61,658	1,11,94,392	99,56,000	...	12,38,392
North-Western (including 2' 6" gauge lines)	387	371	3,614	3,614	15,85,052	9,23,000	439	255	44,68,078	24,33,000	...	20,35,078	2,20,79,112	1,70,40,000	...	50,39,112
Oudh and Rohilkhand (incldg. C.-Burhwal 3' 3⅜" link)	261	269	1,298	1,298	3,63,814	2,72,000	280	210	9,51,473	6,74,000	...	2,77,473	56,54,900	51,11,000	...	5,43,900
Hardwar-Dehra	230	235	32	32	8,748	5,900	273	184	20,093	15,700	...	4,393	1,26,606	1,24,000	...	2,606
3' 3⅜" gauge.																
Assam-Bengal	127	121	771	771	94,657	70,500	123	91	2,58,926	1,92,000	...	66,926	13,65,453	12,87,000	...	78,453
Bezwada-Masulipatam (c)	...	...	...	49	...	5,100	...	104	...	13,300	13,300	...	...	1,13,000	1,13,000	...
Burma	203	240	1,386	1,475	2,37,126	2,44,000	171	165	7,36,396	6,94,000	...	42,396	50,29,645	54,96,000	4,66,355	...
Jodhpur-Hyderabad (British Section)	121	128	124	124	16,052	10,800	129	87	43,723	30,400	...	13,323	2,60,509	2,28,000	...	32,509
Lucknow-Bareilly	137	148	200	200	21,342	23,600	107	118	64,920	56,200	...	8,720	5,29,884	5,02,000	...	27,884
Palanpur-Deesa	44	50	17	17	532	400	31	24	2,439	1,600	...	839	14,994	17,100	2,106	...
Rajputana-Malwa (including Godhra-Rutlam-Nagda 5' 6" gauge)	267	282	1,909	1,914	6,34,013	3,65,000	332	191	16,47,951	9,53,000	...	6,94,951	94,24,636	75,10,000	...	19,14,636
South Indian (including 5' 6" and 2' 6" gauge lines)	217	235	1,330	1,375	2,92,404	3,62,000	220	263	8,65,937	9,92,000	1,26,063	...	49,03,534	60,94,000	11,90,466	...
Tanjore District Board	112	121	103	103	11,806	14,900	115	145	36,957	41,300	4,343	...	2,23,863	2,31,000	7,137	...
Travancore Branch	115	110	108	108	8,890	11,000	82	102	31,038	31,300	262	...	1,89,229	1,90,000	771	...
Tirhoot State	197	212	690	782	1,19,934	1,33,000	174	170	3,68,546	3,55,000	...	13,546	24,87,025	26,66,000	1,78,975	...
2' 6" gauge. Jorhat	57	59	32	30	1,804	1,600	56	53	4,622	4,200	...	422	28,238	26,800	...	1,438
Total	330	347	23,343	23,769	79,97,023	65,47,800	343	275	2,25,95,602	1,72,36,200	...	53,59,402	13,40,72,123	12,08,59,800	...	1,32,12,323

5' 6" gauge.	Delhi-Umballa-Kalka	261	258	162	162	41,782	43,000	258	265	1,13,406	1,06,000	...	7,406	6,75,303	6,85,000	9,697	...
	Jammu-Kashmir (Native State Section)	97	97	16	16	1,471	1,600	92	100	4,024	4,300	276	...	23,191	26,400	3,209	...
	Kolar Gold-fields	405	383	10	10	4,491	3,100	449	310	11,782	7,800	...	3,982	62,976	54,000	...	8,976
	Ludhiana-Dhuri-Jakhal	156	154	79	79	13,114	12,000	166	152	35,527	32,200	...	3,327	2,06,106	1,98,000	...	8,106
	Nagda-Ujjain	91	109	34	34	4,192	1,800	123	53	8,134	5,700	...	2,434	73,584	54,700	...	18,884
	Nizam's Guaranteed State	277	289	334	334	81,531	68,900	244	206	2,36,392	1,73,000	...	63,392	15,42,728	14,64,000	...	78,728
	Petlad-Cambay	105	123	34	34	3,336	3,900	98	115	11,408	13,100	1,692	...	79,361	88,400	9,039	...
	Rajpura-Bhatinda	298	274	107	107	32,322	25,300	302	236	85,178	62,600	...	22,578	4,18,867	4,13,000	...	5,867
	Southern Punjab	249	229	425	425	1,10,203	63,400	259	149	3,02,620	1,56,000	...	1,46,620	13,43,629	11,09,000	...	2,34,629
	" " "Ludhiana" extension	122	112	155	155	21,826	15,100	141	97	56,398	37,800	...	18,598	2,65,207	2,46,000	...	19,207
	Tapti Valley	89	124	155	155	19,848	7,800	128	50	41,231	28,200	...	13,031	3,81,972	2,97,000	...	84,972
	Tarkessur	261	323	22	22	7,636	7,300	347	332	19,817	21,000	1,183	...	1,25,625	1,23,000	...	2,625
3' 3⅜" gauge.	Ahmedabad-Dholka	60	68	34	34	2,192	1,700	64	50	6,526	6,400	...	126	41,942	46,600	4,658	...
	Ahmedabad-Parantij	83	95	55	55	4,147	3,500	75	64	12,901	11,500	...	1,401	89,930	1,01,000	11,070	...
	Bengal and North-Western	142	163	1,015	1,015	1,60,276	1,34,000	158	132	4,88,601	3,57,000	...	1,31,601	32,05,817	26,27,000	...	5,78,817
	Bengal Dooars	139	130	153	153	15,319	18,600	100	122	51,558	45,300	...	6,258	2,88,615	2,76,000	...	12,615
	Bhavnagar-Gondal-Junagad-Porbandar	100	118	455	455	37,984	38,300	83	84	1,28,158	1,02,000	...	26,158	9,65,945	10,01,000	35,055	...
	Birur-Shimoga	60	73	38	38	2,679	2,500	70	66	9,194	6,400	...	2,794	51,927	43,400	...	8,527
	Dibru-Sadiya	260	257	78	78	15,703	17,600	201	226	51,483	49,100	..	2,383	3,00,687	3,14,000	13,313	...
	Gaekwar's Mehsana (including Vijapur-Kalol-Kadi)	69	78	134	134	9,366	9,900	70	74	27,221	27,900	679	...	2,00,406	2,10,000	9,594	...
	Hindupur	118	126	51	51	5,439	5,100	107	100	16,533	13,200	...	3,333	1,17,377	89,700	...	27,677
	Hyderabad-Godavari Valley	118	160	392	392	46,353	40,500	118	103	1,24,332	1,06,000	...	18,332	11,44,464	10,27,000	...	1,17,464
	Jaipur	48	42	32	73	1,272	1,200	40	16	3,554	4,200	646	...	20,901	33,400	12,499	...
	Jodhpur-Bikaner	72	80	709	709	66,597	41,500	94	59	1,86,364	1,15,000	...	71,364	10,59,100	8,88,000	...	1,71,100
	Kolhapur	99	130	29	29	3,488	3,900	120	134	9,572	10,200	628	...	66,944	83,500	16,556	...
	Morvi (including Vankaner-Morvi 2' 6" gauge)	86	92	95	93	10,350	8,500	109	91	26,609	21,400	...	5,209	1,41,798	1,72,000	30,202	...
	Mymensingh-Jamalpur-Jagannathganj	126	121	51	54	4,442	4,500	87	83	12,475	11,800	...	675	85,120	1,14,000	28,880	...
	Mysore-Nanjangud	46	52	16	16	594	1,000	37	62	1,975	2,600	625	...	12,785	17,000	4,215	...
	Rohilkund and Kumaon	151	147	130	214	25,209	25,500	194	119	67,110	59,500	..	7,610	4,00,119	4,36,000	35,881	...
	Sangli	80	112	5	5	399	600	80	120	1,344	1,500	156	...	10,526	11,900	1,374	...
	Shoranur-Cochin	118	126	65	65	6,782	4,600	104	71	20,230	15,700	...	4,530	1,35,721	1,22,000	...	13,721
	Udaipur-Chitor	61	70	67	67	6,466	2,800	97	42	18,211	11,100	...	7,111	92,880	87,900	...	4,980
2' 6" gauge.	Barsi	116	125	78	78	37,845	12,500	485	160	57,707	34,600	...	23,107	2,09,908	1,59,000	...	50,908
	Cooch-Behar	105	102	34	34	2,584	2,700	76	79	7,935	8,100	165	...	47,441	57,700	10,259	...
	Gaekwar's Dabhoi	73	96	94	94	6,038	5,000	64	53	18,187	19,300	1,113	...	1,78,868	1,84,000	5,132	...
	Rajpipla	32	43	37	37	1,185	900	32	24	3,643	3,300	...	343	31,182	26,900	...	4,282
2' 0" gauge.	Darjeeling-Himalayan	355	350	51	51	15,988	13,000	313	255	42,814	38,000	...	4,814	3,13,655	3,25,000	11,345	...
	TOTAL	140	150	5,721	5,847	8,77,059	6,69,800	153	115	24,18,913	17,70,700	...	6,48,213	1,49,66,192	1,36,49,500	...	13,16,692
	GRAND TOTAL	293	308	29,064	29,616	88,74,082	72,17,600	305	244	2,50,14,515	1,90,06,900	...	60,07,615	14,90,38,315	13,45,09,300	...	1,45,29,015

(a) From 15th July 1907.
(b) Opened from 1st July 1908.
(c) Opened from 4th February 1908.

M. S. O'CONNOR,
for Secretary, Railway Board.

Simla, the 30th July 1908.

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SUPPLEMENT TO

The Gazette of India.

No. 32.} CALCUTTA, SATURDAY, AUGUST 8, 1908.

OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

Non-Subscribers to the GAZETTE *may receive the* SUPPLEMENT *separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The* SUPPLEMENT *and* PART VI *of the* GAZETTE *can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta, or Rupees nine if sent by Post.*

No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA *is required by Law, or which it has been customary to publish in the* CALCUTTA GAZETTE, *will be included in the* SUPPLEMENT. *For such Orders and Notifications the body of the* GAZETTE *must be looked to.*

GOVERNMENT OF INDIA

FINANCE DEPARTMENT

Total Gross Indian Sea and Land Customs Revenue (excluding Salt Revenue).

[In thousands of Rupees

	In the four months, April to July, of									
	1899-1900	1900-01	1901-02	1902-03	1903-04	1904-05	1905-06	1906-07	1907-08	1908-09
SEA CUSTOMS										
Imports										
Special Import Duties										
Arms, ammunition, and military stores	85	78	92	1,05	92	1,32	1,94	1,19	1,59	1,46
Liquors—										
Ale, beer, porter, cider and other fermented liquors	68	65	69	74	87	96	90	93	96	1,62
Spirits and liqueurs	21,74	20,82	21,39	22,01	24,57	24,66	25,97	22,36	30,39	31,30
Wines	1,12	1,09	1,11	1,23	1,16	1,12	1,18	1,15	1,24	1,24
Opium	1	1	1	1	1	1	1	1	1	2
Petroleum	12,14	14,67	19,19	19,03	16,62	15,19	13,96	14,24	15,54	18,36
Sugar (countervailing duties, 1899)	1,11	6,05	12,24	13,48	1,67	5	...	...	...	...
Sugar (countervailing duties, 1902)	—	—	—	2,12	11	3	...	...	...	...
General Import Duties										
Articles of food and drink (excluding sugar)	3,84	4,11	3,61	3,79	3,83	4,22	5,39	5,57	6,61	7,54
Sugar (ordinary duties)	4,15	7,91	9,78	8,54	7,52	9,49	5,35	15,92	11,10	10,04
Chemicals, drugs, medicines and narcotics, and dyeing and tanning materials	3,59	3,26	3,70	3,96	4,50	4,10	4,29	4,75	6,02	5,47
Cotton manufactures—										
Piece goods, grey	16,55	14,02	16,38	18,22	16,75	16,59	20,26	21,93	22,52	16,24
" white	6,85	5,88	10,94	6,23	6,56	8,74	9,97	7,87	12,59	10,87
" coloured	7,71	5,69	6,80	6,69	8,13	8,95	9,28	9,38	10,62	11,56
Other goods	64	51	58	38	63	96	1,08	1,10	1,15	1,26
Metals and manufactures of—										
Silver, bullion and coin	10,53	4,22	9,62	16,57	12,61	14,14	13,49	12,42	17,51	23,20
Other metals and manufactures of metals	5,46	7,26	7,65	10,87	9,93	12,56	9,50	10,16	12,66	18,32
Oils (excluding petroleum)	45	44	50	54	34	30	36	72	66	60
Manufactured articles	15,24	14,60	17,63	17,14	19,50	21,90	22,94	23,57	27,74	30,03
Raw materials and unmanufactured articles	2,19	2,45	2,82	2,69	2,61	3,03	3,64	3,30	3,87	5,58
Total Imports	1,14,85	1,14,42	1,45,36	1,55,29	1,38,84	1,48,32	1,48,61	1,56,57	1,82,78	1,94,71
Excise duty on cotton goods	4,58	3,52	4,70	5,43	5,93	5,90	6,48	6,52	8,70	8,98
Export Duties—										
Rice and Rice-flour	31,74	28,13	27,27	40,05	38,77	41,53	36,80	40,57	36,62	27,20
Land Customs and Miscellaneous	2,56	2,65	2,73	2,91	3,11	3,25	2,85	3,20	3,54	3,21
GRAND TOTAL	1,53,73	1,48,72	1,80,26	2,03,68	1,86,65	1,99,00	1,94,74	2,06,86	2,31,64	2,34,10
Provincial distribution of Imports and Exports										
Bengal — Imports	45,79	48,11	53,60	55,44	48,52	50,59	51,45	55,35	67,39	56,52
Bengal — Exports	5,75	6,78	4,30	4,96	4,86	5,67	7,02	4,50	3,29	1,52
Eastern Bengal and Assam — Imports	—	—	—	—	—	—	—	12	22	30
Eastern Bengal and Assam — Exports	—	—	—	—	—	—	—	...	...	...
Bombay — Imports	43,08	36,41	53,83	62,08	51,78	58,29	57,71	58,89	67,43	76,44
Bombay — Exports	52	1,27	95	1,38	71	95	63	53	54	78
Sind — Imports	7,29	10,47	15,42	16,35	12,10	11,47	12,77	15,79	14,85	20,53
Sind — Exports	37	17	76	45	29	53	40	1,02	1,44	32
Madras — Imports	9,63	9,95	11,74	11,73	13,60	12,87	12,99	11,82	15,45	18,88
Madras — Exports	2,24	1,01	1,91	2,32	2,82	2,53	1,59	2,32	3,88	4,13
Burma — Imports	9,06	9,45	10,97	9,69	12,84	15,10	13,69	14,60	17,44	22,04
Burma — Exports	22,86	18,90	19,15	30,94	30,09	31,85	27,16	32,20	27,47	20,45

C. W. E. COTTON

Offg. Director-General of Commercial Intelligence

J. B. BRUNYATE

Secretary to the Government of India

Calcutta, August 5, 1908

☞ *Continuation Sheets of Supplement to the Gazette of India published at Calcutta.*

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

SANITARY.

PLAGUE.

Simla, the 6th August, 1908.

The following preliminary statement of plague seizures and deaths reported in India, during the week ending the 1st August 1908, is published for general information:

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
BOMBAY PRESIDENCY AND SIND.	Northern.	Bombay City	B., B. & C. I. & G. I. P.	39	34
		Dholera Port	B.-G.-J.-P.	.....	...
		Kaira District	B., B. & C. I.	4	2
		Broach Port	" "	.....	...
		Broach District	" "	.....	...
		Mahikantha Agency	" "	1	...
		Palanpur "	" "	.....	...
		Surat Town and Port	" "	.....	...
		Bulsar Port	" "	.....	...
		Surat District	" "	.....	...
		Jhara Port	.....	.....	...
		Utan "	B., B. & C. I. & B.-G.-J.-P.	.....	...
		Vesava "	" "	.....	...
		Kelva "	B., B. & C. I.	.....	...
		Trombay "	G. I. P.	.....	...
		Tarapur "	B., B. & C. I.	.....	...
		Manori "	" "	.....	...
		Mahim "	" "	.....	...
		Darawai "	.....	.....	...
		Dhanu "	B., B.	.....	...
		Bhiwndi "	G. I. P.	4	1
		Aghashi "	B., B. & C. I.	.....	...
		Shirgaon "	" "	.....	...
		Kurla "	.....	.....	...
		Bassein "	B., B. & C. I.	.....	...
		Kalyan	G. I. P.	20	12
		Thana "	"	1	1
		Bandra "	B., B. & C. I.	.....	...
		Umbergaon Port	" "	.....	...
		Kon "	.....	.....	...
		Thana District	G. I. P. & B., B. & C. I.	6	4
	Central.	Poona City	S. M. & G. I. P.	3 (a)	1 (a)
		Poona District	" "	46	29
		Satara "	S. M.	68	45
		East Khandesh District	G. I. P.	.....	...
		Sholapur Town	"	.....	...

(a) Imported.

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
Bombay Presidency and Sind.	Southern.	Alibag Port	G. I. P.	.....	...
		Thal "		.....	...
		Mora "	G. I. P. & B., B. & C. I.	.....	...
		Panvel "	G. I. P.	.....	...
		Mahad "		.....	...
		Nagothna Port		.....	...
		Eshoi "		.....	...
		Roha "	G. I. P. & S. M.	.....	...
		Ashtami "	" "	.....	...
		Revdanda "	G. I. P. & S. M.	.....	...
		Kolaba District	G. I. P. & B., B. & C. I.	.....	...
		Ratnagiri Port	S. M.	.....	...
		Viziadrug "	"	.....	...
		Harnai "	"	.....	...
		Rajapur "	"	.....	...
		Vengurla "	"	.....	...
		Malwan "		.....	...
		Jaitapur "		.....	...
		Dabhal "		.....	...
		Joigad "		.....	...
		Deogad "		.....	...
		Ratnagiri District	S. M.	74	53
		Belgaum "	"	.....	...
		Hubli Town	"	23	11
		Dharwar "	"	.....	...
		Karwar Port	"	.....	...
		Kumta "	"	.....	...
		Savantvadi State	"	.....	...
	Sind.	Karachi Town and Port	N. W.	8	8
		Karachi District	"	.....	...
		Hyderabad Town	"	.....	...
		Hyderabad District	" & J. B.	.....	...
		Larkhana "	"	.....	...
		Thar and Parkar District	J. B.	.....	...
		Upper Sind Frontier District		.....	...
		Sukkur District	N. W.	.....	...
		Khairpur State	" & J. B.	.....	...
	Political Charges.	Akalkot State	G. I. P.	.....	...
		Aundh "	G. I. P. & S. M.	.....	...
		Sholapur Agency		.....	...
		Phaltan State	G. I. P. & S. M.	.....	...
		Tuna Port	Tuna-Anjar	.....	...

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
Bombay Presidency and Sind.	Political Charges.	Mundra Port	Tuna-Anjar	.....	...
		Bijapur Agency	.....	.....	...
		Cambay Port	B., B. & C. I.	.....	...
		Cambay State	"	.....	...
		Mandvi Port	Tuna-Anjar	.....	...
		Jakhau Port	"	.....	...
		Cutch State	"	32	19
		Savanur "	S. M.	.....	...
		Bhor "	G. I. P.	.....	...
		Mongrol Port	B.-G.-J.-P.	.....	...
		Mahuwa "	"	.....	...
		Jafrabad "	"	.....	...
		Vawania "	" (Morvi Sec.)	.....	...
		Jamnagar Town and Port	"	1	1
		Verawal Port	"	2	1
		Bhavnagar Town and Port	"	.....	...
		Kathiawar Agency	B., B. & C. I., Morvi & B.-G.-J.-P.	27	11
		Kolhapur and Southern Mahratta Country.	S. M.	15	12
		Sachin State	B., B. & C. I.	.....	...
		Dharampur State	"	.....	...
		Srivardhan Port	G. I. P. & S. M.	.....	...
		Murud "	S. M.	.....	...
		Barimandla "	.....	.....	...
		Nandgaon "	G. I. P.	.....	...
		Majagaon "	"	.....	...
		Rajapuri "	S. M.	.....	...
		Janjira "	G. I. P.	.....	...
		Janjira State	"	.....	...
		Velan Port	.....	.....	...
		Bet Port	B.-G.-J.-P.	.....	...
		Dwarka Port	"	.....	...
		Baroda City	B., B. & C. I.	1	1
		Billimora Port	"	.....	...
		Kodinar "	B.-G.-J.-P.	4	2
		Baroda State	B., B. & C. I.	.....	...
		Satara Agency	S. M.	.....	...
		Jath State	"	.....	...
		Poona Agency	"	.....	...
		Surat Agency	B., B. & C. I.	.....	...
		Aden	.....	.....	...
			TOTAL	379	248

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
MADRAS PRESIDENCY.	...	Madras City	Madras & S. M. & S. I.	.....	...
		Salem District	"	1	1
		Bellary Town	Madras & S. M.	.....	...
		Bellary Cantonment	"	.....	...
		Bellary District	"	.....	...
		Malabar District	"	5	5
		Kurnool "	"	.....	...
		North Arcot District	S. I. & Madras & S. M.	.....	...
		Cuddalore Port	Madras & S. M.	.....	...
		Mangalore "	"	8	7
		Tinnevelly District	S. I.	.....	...
		Cuddapah "	Madras & S. M. & S. I.	.....	...
		Madura "	S. I.	.....	...
		Vizagapatam Port	B.-N. & Madras & S. M.	.....	...
		Vizagapatam District	" "	.....	...
		Coimbatore "	Madras & S.M., S. I. & Nilgiri	44	24 (a)
		Ganjam District	B. N.	.....	...
		Ermala Port		.....	...
		South Canara District	S. I. & Madras & S. M.	.....	...
		Ootacamund Town		3	4
		Nilgiris District	Madras & S. M.	1	1
		Chingleput "	S. I. & Madras & S. M.	.....	...
		Godavari "	Madras & S. M.	.....	...
		Cannanore Port	"	3	4
		Tanjore District	S. I.	.....	...
		Trichinopoly "	"	.....	...
		Cochin State	Madras & S. M.	.....	...
		South Arcot District	"	.....	...
		Nellore District	"	.....	...
		Bimlipatam Port	"	.....	...
		Calingapatam "	"	.....	...
		Coconada "	"	.....	...
		Gopalpore "	B. N.	.....	...
		Calicut "	Madras & S. M.	.....	...
		Sandur State	"	.....	...
			TOTAL	65	46
BENGAL.	Presidency.	Calcutta	E. I., E. B. S. & B. N.	19	18
		24-Parganas District	E. B. S.	1	1
		Jessore District	"	.....	...
		Nadia "	"	.....	...
		Murshidabad District	" & E. I.	.....	...
		Khulna District	"	.....	...

(a) Two imported.

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
BENGAL.	Burdwan	Midnapore District	B. N.	.....	...
		Burdwan "	E. I.	.....	...
		Hooghly District	"	.....	...
		Howrah Town	E. I. & B. N.	.....	...
		Howrah District	E. I.	.....	..
		Birbhum "	"	.....	...
		Bankura "	B. N.	.....	...
	Patna	Saran District	B. & N.-W.	.....	...
		Gaya Town	E. I.	.....	...
		Gaya District	"	.....	...
		Muzaffarpur District	B. & N.-W.	.....	...
		Darbhanga District	"	.....	...
		Shahabad "	E. I.	.....	...
		Dinapore	"	.....	...
		Patna City	"	.....	...
		Patna District	"	.....	...
	Bhagalpur	Monghyr Town	E. I.	5	3
		Monghyr District	"	.....	...
		Darjeeling District	D. H.	.....	...
		Bhagalpur Town	E. I.	.....	...
		Bhagalpur District	" & B. & N.-W.	.....	...
		Purnea "	E. B. S.	.....	...
		Sonthal Parganas District	E. I.	.....	...
	Chota Nagpur.	Palamau District	E. I.	.....	...
		Manbhum District	E. I. & B. N.	.....	...
		Singhbhum District	B. N.	.....	...
		Hazaribagh "	E. I.	.....	...
		Gangpur State	B. N.	.....	..
	Orissa	Cuttack District	B. N.	.....	...
		Sambalpur "	"	.....	...
			TOTAL	25	22

Presidency or Province.	Division.	District and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
United Provinces.	Meerut	Dehra Dun District	O. & R.	.....	...
		Meerut City	N. W.	.....	...
		Meerut Cantonment	"	.....	...
		Meerut District	" O. & R. & E. I.	.....	...
		Muzaffarnagar City	"	.....	...
		Muzaffarnagar District	"	.....	...
		Aligarh City	E. I. & O. & R.	.....	...
		Koil City		.....	...
		Hathras City	B., B. & C. I. & E. I. R.	.....	...
		Aligarh District	E. I. & O. & R.	.....	...
		Saharanpur City	O. & R. & N. W.	.....	...
		Hardwar Union	"	.....	...
		Roorkee Town	"	.....	...
		Saharanpur District	" & N. W.	.....	...
		Bulandshahr "	E. I.	.....	...
	Agra	Etawah City	E. I.	.....	...
		Etawah District	"	.....	...
		Fategarh	B., B. & C. I.	.....	...
		Furrukabad Town	" " & E. I.	.....	...
		Furrukabad District	" " "	.....	...
		Mainpuri District	E. I.	.....	...
		Agra City	B., B. & C. I., G. I. P. & E. I.	.....	...
		Agra District	" " " "	.....	...
		Etah "	"	.....	...
		Muttra City	" & G. I. P.	.....	...
		Muttra District	" "	.....	...
	Rohilkhand.	Bareilly City	R. & K. & O. & R.	.....	...
		Bareilly District	" "	.....	...
		Shahjahanpur City	" "	.....	...
		Shahjahanpur District	" "	.....	...
		Budaun District	O. & R. & B., B. & C. I.	.....	...
		Bijnor Town	"	.....	...
		Bijnor District	"	.....	...
		Moradabad City	" & R. K.	.....	...
		Moradabad District	" "	.....	...
		Pilibhit District	R. K.	.....	...

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
United Provinces.	Allahabad.	Allahabad City	E. I. & O. & R.	.....	...
		Allahabad District	" "	.....	...
		Cawnpur City	" " B., B. & C. I. & G. I. P. (I. M. Sec.)	.....	...
		Cawnpur District	" " " "	.....	...
		Fatehpur "	E. I.	.....	...
		Banda "	G. I. P. (I. M. Sec.) & E. I.	.....	...
		Jhansi City	" (")	.....	...
		Jhansi District	" (")	.....	...
		Hamirpur "	" (")	.....	...
		Jalaun "	" (")	.....	...
	Benares.	Benares Cantonment	B. & N. W. & O. & R.	.....	...
		Benares City	" " "	.....	...
		Benares District	" " " & E. I.	.....	...
		Ballia "	"	.....	...
		Jaunpur City	O. & R.	.....	...
		Jaunpur District	" & B. & N. W.	.....	...
		Ghazipur "	E. I. & B. & N W.	.....	...
		Mirzapur City	"	.....	...
		Mirzapur District	" & O. & R.	.....	...
	Gorakhpur.	Azamgarh City	E. I.	.....	...
		Azamgarh District	"	1	1
		Gorakhpur City	B. & N. W.	.....	...
		Gorakhpur District	"	.....	...
		Basti District	"	.....	...
	Kumaun	Naini Tal District	O. & R.	.....	...
		Garhwal "	"	.....	...
	Lucknow.	Unao District	O. & R. & B. & N. W.	.....	...
		Lucknow City	" " & R. K.	.....	...
		Lucknow District	" "	.....	...
		Hardoi "	"	.....	...
		Rae Bareli "	"	.....	...
		Sitapur "	R. K.	.....	...
		Kheri "	"	.....	...

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
United Provinces.	Fyzabad.	Bahraich District	B. & N. W.	.....	...
		Gonda "	"	.....	...
		Partabgarh "	O. & R.	.....	...
		Sultanpur "	"	.....	...
		Ajodhya	" & B. & N. W.	.....	...
		Fyzabad City	"	.....	...
		Fyzabad District	"	.....	...
		Bara Banki Town	B. & N. W. & O. & R.	.....	...
		Bara Banki District	" "	.....	...
			TOTAL	1	1
	Delhi	Gurgaon District	B., B. & C. I.	.....	...
		Hissar "	" & N. W.	.....	...
		Karnal "	E. I.	.....	...
		Simla "	K. S.	.....	...
		Delhi District	E. I., N. W., O. & R., G. I. P. & B., B. & C. I.	.....	...
		Ambala "	N. W. & E. I.	.....	...
		Ludhiana "	"	.....	...
		Rohtak "	"	.....	...
Punjab.	Jullundur	Jullundur City	N. W.	.....	...
		Jullundur District	"	.....	...
		Hoshiarpur "	"	.....	...
		Ferozepur "	"	.....	...
		Kangra "	"	.....	...
	Lahore.	Amritsar City	N. W.	.....	...
		Amritsar District	"	.....	...
		Gurdaspur "	"	.....	...
		Lahore City	"	.....	...
		Lahore District	"	.....	...
		Gujranwala District	"	.....	...
		Montgomery City	"	.....	...
		Montgomery District	"	.....	...
		Sialkot "	"	.....	...

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
PUNJAB	Rawalpindi.	Rawalpindi District	N. W.	...	...
		Gujrat "	"	.....	...
		Shahpur "	"	.....	...
		Jhelum "	"	.....	...
		Attock "	"	.....	...
	Multan	Mianwali District	N. W.	.....	...
		Lyallpur "	"	.....	...
		Jhang "	"	.....	...
		Muzaffargarh "	"	.....	...
		Multan "	"	.....	...
...	...	Patiala City	Rajpura-Bhatinda (N. W. Ry.)	.....	...
		Patiala State	N.W., E.I., B., B. & C. I. & J. B.	.....	...
		Maler Kotla State	"	.....	...
		Jind "	"	.....	...
		Nalagarh "	"	.....	...
		Nabha "	"	.....	...
		Bahawalpur "	"	.....	...
			TOTAL	.....	.....
BURMA	Pegu	Rangoon Town	Burma	31	33
		Hanthawaddy District	"	.....	...
		Pegu "	"	4	4
		Tharrawaddy "	"	13	13
		Promo "	"	1	1
	Irrawaddy	Maubin District	Burma	3	3
		Bassein "	"	3	2
		Henzada "	"	16	15
		Pyapon "	"	.....	.....
		Myaungmya "	"	3	3

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
BURMA	Tenasserim.	Toungoo District	Burma	1	1
		Thaton "	"	1	1
		Moulmein Town	"	18	15
		Amherst (Moulmein) District	"	8	7
		Tavoy District	"	.....	...
	Minbu	Thayetmyo District	Burma	.....	...
		Pakokku "	"	.....	...
		Minbu "	"	.....	...
		Magwe "	"	.....	...
	Mandalay	Mandalay Town	Burma	2	2
		Maymyo Town	"	.....	...
		Mandalay District	"	.....	...
		Myitkyina "	"	.....	...
		Bhamo "	"	5	3
	Sagaing	Shwebo District	Burma	.....	...
		Lower Chindwin (Monywa) District	"	.....	...
		Sagaing District	"	.....	...
	Meiktila	Myingyan District	Burma	.....	...
		Yamethin "	"	2	2
		Kyaukse "	"	.....	...
		Meiktila "	"	.....	...
		Northern Shan States		.....	...
			TOTAL	111	105
EASTERN BENGAL AND ASSAM.	Rajshahi	Pabna District	E. B. S.	.....	...
		Malda "	"	.....	...
	Assam Valley Districts.	Goalpara "	"	.....	...
	Dacca	Dacca Town	"	.....	...
		Dacca District	"	.....	...
		Faridpur District	"	.....	...
		Manipur State		.....	...
			TOTAL	.....	...